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Welcome



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It seems that the UK Government is finally paying some heed to aviation professionals and beginning to look at how extra runway capacity can be provided in the Southeast of England. It is the only thing that all parties actually agree upon – that such capacity is needed (and quickly) just to keep pace with major European hubs such as Amsterdam, Frankfurt and Paris. The UK's Civil Aviation Authority (CAA) has stated that there has not been a runway (capable of handling the larger jets) built in the Southeast of England for the last 70 years.

In last month's editorial I quoted the views of Ryanair's CEO, Michael O'Leary, on the capacity situation and his words (as well as those from other prominent airline figures) seem to have had some effect. A Parliamentary sub-committee is now looking at all the options – and has stated that these include possible extra runways at London/Heathrow, London/Stansted and Gatwick Airports – plus the 'plan' for a new airport in the Thames estuary. However the current Mayor of London – Boris Johnson – has stated that a new runway will not be built at Heathrow. This is perhaps just electioneering as the voting for the next Mayor will be taking place in May.

Whilst the needs of aviation in this country are under review, the editorial team sought to highlight the plight of our industry worldwide by collating a photospread of airlines that had ceased flying in 2011. However events have overtaken us, and the ever-rising cost of aviation fuel, among other things, has already claimed several casualties this year – turn to pages 24 and 25. The fact that two of those featured – Malev and Spanair – were long-established operators is even more worrying, and over the next few months we anticipate that other similar-sized carriers will be considering further cutbacks in order to survive.

Tony Dixon
Editor

Tony Dixon

This page image: One of the entries for last year's Photo of the Year Competition. (Olmo Muller)



Cover photo: Boeing 777-200LR undergoing test flying. (Boeing)



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First Qatar Airways Dreamliner



WITH THE first Boeing 787 Dreamliner for Qatar Airways appearing on the production line at the manufacturer's Everett facility, the carrier has taken the opportunity to unveil its new Business and Economy class seats for the type. It will configure its 787s with 254 seats in a two-class layout with 22 in Business Class and 232 in Economy.

The business layout – in a one plus two, plus one fit – is two fewer seats than its competitors have on their conventional wide-body aircraft. The carrier says that it is more typical of a First Class cabin where each passenger has direct aisle access. Passengers can sit in a 22in (56cm) armchair that converts at a touch of a button into different cradle positions, before reaching an 80in (203cm) long,

30in (76cm) wide flatbed. Passengers will be able to use touchscreen Android technology control units that will debut on the aircraft. This will give up to 1,000 films, TV programmes, music and gaming entertainment options through 17in (43cm) monitors. The touchscreen control unit has a dual-screen interface enabling passengers to play games on their handheld device or watch films on their personal screen.

In Economy – configured as three plus three, plus three – the Recaro-produced seats feature "one less seat per row than competitors on other wide-body aircraft." The design offers a pitch of 32in (81cm), together with just under 17in (43cm) width and a 10.6in (27cm) seat-back TV monitors. (Photos Qatar Airways/Boeing)



Qatar Airways' CEO Akbar al Baker shows off the new seats to the Mayor of Berlin at the recent ITB Travel Show in the city. (Qatar Airways)



First Airbus for Atlantic Airways



ATLANTIC AIRWAYS, the national carrier of the Faroe Islands, took delivery of its first Airbus A319 on March 22. Configured in a single Economy Class 144-seat layout, the aircraft is expected to be used on the airline's busiest route between Vágar and the Danish capital of Copenhagen.

With the Faroe Islands well-known for its extreme weather conditions, the aircraft has been specially customised for use by the carrier and features CFM56-5B engines, which deliver 27,000lb of thrust. The airline has also selected flight operations services provider Quovadis to design the first European RNP-AR (Required Navigation Performance, Authorisation Required) approach pro-

cedures. The GPS-derived system will, once approved by the Danish authorities, allow the aircraft to fly along a predefined route using on-board navigation systems, improving the carrier's operations in low visibility and poor weather.

The Airbus is also fitted with a heads-up display and a 'Florence Kit' – modifications which enable a slower approach speed and improved braking. It also has specially-designed access for medical transportation.

Atlantic Airways CEO Magni Arge said: "We selected the A319 as our future platform, having evaluated various alternatives. To provide us with optimal performance and range we have chosen the most powerful CFM engines.

"This one-aircraft contract, even if small in size, will significantly improve access to the Faroe Islands and the reliability of our lifeline service from the islands. We are proud to present Atlantic Airways' brand-new Airbus A319 on the occasion of our 24th birthday."

The aircraft, A319-115, OY-RCG (c/n 5079), flew directly from the manufacturer's production plant at Hamburg, Germany to the airline's base at Vágar and completed proving flights to Iceland before entering service on March 28. Atlantic Airways, which retains the option for a second Airbus aircraft, operates an all-jet fleet consisting of a single BAE Systems 146-200, two Avro RJ85s and an RJ100. (Rene Hesse)

airBaltic to ReShape

LATVIAN CARRIER airBaltic has unveiled plans designed to return it to profitability by 2014. Under its 'ReShape' initiative, the airline has outlined its future development covering areas including fleet modernisation, cost optimisation, operational efficiency and network improvements. airBaltic CEO Martin Gauss commented: "In the past few years airBaltic achieved unprecedented growth that turned Riga into the only functioning transit hub in the Baltic region. However, it came at a cost to the airline. We have now been stabilised. Currently, we are focusing on reshaping our business, to achieve improvements of LVL 330 million [£395.8 million] in the next five years, and return to profitability in 2014."

Moving forward, the carrier intends to consolidate its fleet and operate just two aircraft types – the Bombardier Dash 8-Q400 Next Gen turboprop for its regional network, while it has yet to decide between the jet-powered Airbus A319 and Boeing 737 for its longer-haul destinations.

Eurocopter Sim Reaches 2,000 hours

EUROCOPTER'S ABERDEEN, UK-based EC225 full-flight simulator has passed the 2,000 training hours mark after just 11 months in service. Located at the manufacturer's North Sea Service Centre, the facility is used by pilots working offshore in support of the oil and gas industries as well as those

performing search and rescue roles. "The Aberdeen EC225 simulator is a key element of our policy to locate centres close to customer operations, tailored to the areas' operational and mission environments," said Eurocopter's Vice President – Worldwide Training and Simulation Services Philippe Crespo.

NATO Receives 757



An anonymous-looking Boeing 757-28A(SF), OO-TFA (c/n 25622), was recently delivered to TNT. The aircraft, which underwent conversion to freighter with ST Aerospace Singapore, is destined for use by NATO as a replacement for its Boeing 707s. (Simon Camps)

Bulgarian Accepts First E-Jet



SOFIA-BASED Bulgaria Air received its first Embraer 190 on March 21. The national carrier has configured the aircraft in a dual-class layout with eight seats in Business and 100 in Economy. Embraer President, Commercial Aviation Paulo Cesar Silva, said:

"Bulgaria Air is the 22nd E-Jet operator in Europe and the CIS region. Like so many other customers, I'm confident the Bulgarian flagship airline will begin seeing real economic benefits and hearing highly positive passenger comments as soon as this airplane

enters revenue service."

Bulgaria Air CEO Yank Georgyev added: "We'll be flying the aircraft in parallel with our larger narrow-body fleet to open new markets and to increase frequency on our existing ones."

The carrier has opted for the 'Advanced

Range' model of the E190, which offers a range of 2,400nm (4,448km). The narrow-body jet, LZ-SOF (c/n 19000492), is the first of four examples, with deliveries expected to be completed by the end of this year. (Photo Embraer)

Flybe Secures Brussels Tie Up



FLYBE, THE largest regional carrier in Europe, has reached an agreement with Brussels Airlines over the wet lease of two Bombardier Dash 8-Q400s.

The turboprops, which will operate with Flybe pilots and cabincrew, will join the Belgian carrier until March 2014.

Flybe Chairman and CEO Jim French, said: "The partnership with Brussels Airlines is an exciting development for

us and we are delighted to be working with such a respected European operator. It is also further confirmation of our reputation as a quality provider of professional turn-key solutions in the regional aviation market.

Referring to a similar arrangement in Greece, he continued: "Given the success of the identical partnership we had with Olympic Air between 2009 and 2010, we

are confident that the partnership with Brussels Airlines will progress extremely well and also pave the way for further partnerships as we continue to seek to optimise the use of our existing fleet." The aircraft will be used to operate core European routes from the Belgian capital and have been repainted in the full Brussels Airlines livery. (Photo Karl Nixon)

Air Berlin Joins oneworld



LOW-COST carrier Air Berlin had its membership to the oneworld alliance formally approved on March 20. The German airline – the second largest in the country behind Lufthansa – has, prior to its accession, operated code-share agreements with several alliance members including American Airlines, British Airways, Finnair, Iberia, Japan Airlines, Royal Jordanian and S7.

Air Berlin CEO Hartmut Mehdorn remarked: "It will strengthen our competitive position considerably, enabling us to offer our customers a truly global network together with our partners, while enabling us to also tap into all the financial benefits that come from being part of a global alliance, through additional passenger feed

and increased efficiency." He added: "We are very pleased and proud to be lining up to join what is clearly the world's top quality airline grouping." Air Berlin's membership was sponsored by International Airlines Group (IAG)-owned British Airways. IAG CEO Willie Walsh commented: "Our aim has always been to establish oneworld as the first choice alliance for the world's frequent international travellers – with an unrivalled collection of quality carriers, delivering unmatched benefits to customers and to member airlines alike. That remains our focus today as the alliance adds another great airline." Austrian subsidiary Niki also joins the group as an affiliate member. (Photo oneworld)

Profit for Lufthansa Cargo

GERMAN FREIGHT carrier Lufthansa Cargo reported an operating profit of €249 million for 2011, despite difficult trading conditions. Revenues for the year were up to €2.9 billion, making it the second best result in the company's history.

The operator outlined that the good results had been achieved despite adverse market conditions, though rising fuel costs and the ongoing night-flight ban at the airline's Frankfurt base would continue to pose significant challenges for the year ahead.

"We turned in an outstanding result in a demanding market environment," said Lufthansa Cargo Chairman Karl Ulrich Garnadt. He attributed the success to "cost discipline, a broad product range and flexible capacity steering dictated by demand." In the past 12 months, the carrier has shifted its capacity from the Asian to the North America market and added several new destinations to its network.

Garnadt added: "We raised our quality level markedly again during the year and attained top marks anew in all areas. We will stay on that path and further expand our quality lead."

As part of its ongoing investment, the carrier has improved its temperature-controlled facility at Frankfurt Airport, while under the 'Lufthansa Cargo 2020' programme, it will upgrade its IT systems, introduce a new logistics centre and bring the Boeing 777 to its fleet.

in brief

Airport operator **BAA** has revealed that more than one in five flights departing from London/Heathrow during 2011 were delayed. However, it added that this was a significant improvement (equal to some 20,000 flights in the year) over 2010, when snow and the Icelandic volcanic eruption led to delays on 29% of flights.

Cambridge Airport has taken delivery of a 64bhp Peugeot Ion electric car. The vehicle, which has a top speed of 81mph (130km/h) and has a range of 93 miles (150km) on a six-hour charge, will be used for general purposes around the airfield.

Humbly Grove-based **Eastern Airways** has agreed a code-share arrangement with Azerbaijan Airlines. The two carriers will share their respective services from Aberdeen, UK.

Virgin Atlantic has announced it will resume services to Mumbai, India, from October 2012 using an Airbus A330. The carrier will time its services to allow onward connections to the US via London/Heathrow. (Photo Virgin Atlantic)



British construction firm **Morgan Sindall** has been awarded a £1.65 million contract to complete modernisation of London/Gatwick's South Terminal. The deal follows the company's successful completion of the £73 million North Terminal in November last year.

Icelandair has confirmed plans to increase capacity on its routes to London, UK this winter. The carrier will supplement its twice-daily Reykjavik to Heathrow rotation with a twice-weekly service to Gatwick.

Spanish start-up carrier **Volotea** has confirmed it will launch services between Budapest and Venice/Marco Polo from April 25. The airline has made the Italian city its first base and will initially use three, 125-seat Boeing 717s.

The Royal Air Force has taken delivery of its first BAE Systems 146-200QC, ZE707 (c/n E2211). The former TNT example, OO-TAY, is the first of two being acquired in a £6 million urgent operational requirement deal. The aircraft are expected to supplement air transport activities in Afghanistan.

Eastern Airways has announced plans to re-launch services between Southampton and Brussels, Belgium from April 16. The carrier ceased operating the route in 2008.

Flybe Heads North

Following its acquisition by Flybe, Finnish Commuter Airlines (Finncomm) has begun applying the Flybe Nordic livery to its fleet, including ATR 72-212A, OH-ATG (c/n 757)
(Jon Jochens)



Stansted Breaks Punctuality Record

LONDON/STANSTED Airport enjoyed its best ever year for punctuality during 2011 with 85% of all scheduled flights departing on time, according to data released by the Civil Aviation Authority (CAA). The facility, which is the fifth busiest in the UK, improved its on-time performance by 11% over 2010.

"We're absolutely delighted that the latest CAA figures recognise the excellent on-time performance of departing flights," said Stansted Airport Managing Director Nick Barton. "The 2011 data makes clear, if you're flying low-cost, we are the best airport in the UK for on-time performance, despite being one of the busiest." (Photo www.baa.com/photolibrary)



Radical Efficiency Drive for BA

BRITISH AIRWAYS (BA) reportedly saved enough fuel during 2011 to power 550 flights between London/Heathrow and New York after implementing suggestions put forward by its staff.

In a move to reduce its CO₂ emissions and improve fuel efficiency the carrier introduced an online suggestion box for its staff, resulting in over 200 ideas from crew, engineers and ground staff. BA employed conventional methods such as reducing the use of auxiliary power units, single engine taxiing and performance improvement packages on more than 40 of its Boeing 777 aircraft, leading to savings of £20 million. However, it also incorporated some of the more unusual suggestions, including replacing glass wine bottles with plastic equivalents, reducing the amount of water carried onboard its aircraft and descaling the toilet pipes on its long-haul 747 and 777 fleets – weight reduction from the latter saved the carrier £600,000.

"This really has been a team effort. It goes to show that small changes here and there can add up to significant savings," BA's Head of Environment Jonathon Counsell remarked. "Not only does this help us to reduce our environmental impact, it also saves us money."

The airline has confirmed plans to introduce further projects during 2012 including using lightweight catering trolleys, headsets and cargo containers, while the experimental tripleO paint coating will be applied to a 777 following a successful trial on the smaller Airbus A318 (see *Airliner World*, March issue, pg10).

Cambridge Welcomes Danube Wings

SLOVAKIAN REGIONAL carrier Danube Wings has announced plans to introduce a twice-weekly summer service from Cambridge to the Franche-Comté region of Burgundy, France. Running between June and September, the airline will employ one of its fleet of 70-seat ATR 72s to operate the two-hour flight to Dole-Jura Airport, the first scheduled international destination from the east of England facility.

"I am ecstatic to welcome Danube Wings," said Cambridge Airport Director Archie Garden. "This is a groundbreaking development and the first of many exciting international services we plan to bring to the city, especially with one of Europe's rapidly developing airline companies and to such a beautiful and largely undiscovered region of France. We couldn't be happier with Dole-Jura as our next destination."

Jan Rostas, CEO of Danube Wings, added: "We are pleased to establish Cambridge Airport as the new foreign destination connected to a network of routes in France. We consider it to be a very important gateway to one of the fastest growing UK regions – the historical, famous city of Cambridge – and also to London. We believe in establishing a two directional flow of satisfied travellers through a reliable and convenient service."

New Freight Operator



Ark Airways' Boeing 747-281F(SCD), EK-74739 (c/n 23139) now carries the titles of start-up operator Skytrain Cargo. The carrier is reportedly planning to launch services from Munich to Nikolaev, Ukraine, via the Italian city of Treviso. (Ilgaz Deger)

UK APD Rises Again

THE UK's controversial Air Passenger Duty (APD) has come under renewed criticism after a 10% increase was introduced on April 1.

Some of the UK's largest carriers, including British Airways, easyJet, Ryanair and Virgin Atlantic, wrote to the Chancellor George Osborne in late March, highlighting the anti-competitive nature of the aviation tax. Figures released in February by the Office for National Statistics reveal that government collected an extra £500 million during 2011, a 25% increase over the previous year. The group added that since its introduction in 2007, APD has continued to rise

while the number of visitors travelling to the UK by air has fallen by 15% over the same period.

Virgin Atlantic CEO Steve Ridgway remarked in his letter to the Chancellor: "It is shocking that UK APD is already the world's highest air passenger tax. Given the importance you [the Chancellor] rightly place on international trade and inbound tourism in driving growth, increasing the cost of international business visiting the UK is the last thing that should happen at this time."

Ryanair CEO Michael O'Leary commented: "UK regional airport traffic and jobs are collapsing due to APD

and with another increase due, the disproportionate effect it is having on regional UK traffic, tourism and jobs over London is set to continue." He added that the "insane policy of taxing tourists instead of welcoming them is deeply damaging to regional airport traffic, tourism and jobs," and called for plans to scrap the tax.

The 10% increase to APD is double the current rate of inflation and, for the second time in five years, it is being applied retrospectively. This means that passengers who booked flights before the April 1 implementation will be asked to pay the higher rate.

Malta's Capital of Culture



Air Malta has repainted Airbus A320-214, 9H-AEO (c/n 2768) to promote capital city Valletta's bid to become European Capital of Culture 2018. (Gino Galea/Air Malta)

Industrial Action Continues at Iberia

IBERIA IS facing further disruption after the Spanish airline pilots union SEPLA announced another 24 days of industrial action in protest over the launch of the carrier's new short- and medium-haul subsidiary, Iberia Express.

The new airline, which commenced services on March 25 using four Airbus A320s, was introduced as part of the Spanish national carrier's efforts to return to profitability.

A spokesman for SEPLA said: "The pilots have decided to increase the number of strike days due to the company's refusal to negotiate."

As part of the ongoing industrial action that began in December last year, pilots have staged 12 days of strikes which, according to parent company International Airlines Group (IAG), cost the carrier almost €40 million. The union has proposed further action

over a string of dates throughout April and May, with many falling across public holidays.

Iberia considers the industrial action as "an intolerable challenge to the company and to Spanish society at large," which threatened "Spain's reputation for credibility and solvency." (Photo Javier Rodriguez)



in brief

Figures released by **FlightStats** show that the on-time performance of European carriers dropped during February to 79.3% from 82.8% the previous month. This was partly attributed to the poor winter weather.

Irish carrier **Aer Arann** has extended its franchise arrangement with Aer Lingus. The airline will operate an increasing number of services under the 'Aer Lingus Regional' brand while several of its aircraft now sport the national carrier's green livery.

Birmingham Airport has completed the installation of 200 solar panels on the roof of its terminal building. The panels are expected to generate 40,000kW per year and will reduce the facility's CO₂ emissions.

Manston, UK-based aircraft engineering company **AvMan** has agreed a three year contract with Falko for the storage and maintenance of up to six BAE Systems Avro RJ aircraft.

Small Planet Airlines has added a second Airbus A320-233, SP-HAC (c/n 739), to its Polish base at Warsaw/Frederic Chopin Airport. The former Lotus Air jet was delivered on March 9 and was expected to have entered service in early April. (Photo Small Planet Airlines)



Lufthansa and **Brussels Airlines** have selected Lantal Textiles to provide soft furnishings for their ongoing cabin upgrade programmes. The former has recently announced an overhaul of its Business Class product (see related news item) while the Belgian carrier is to introduce a similar refurbishment of its Airbus A330s.

Vueling achieved a net profit of €10.4 million for 2011, despite difficult trading conditions and a 40% increase in fuel prices. The airline carried 12.3 million passengers during the year, an 11.6% improvement over 2010.

The trade association, **Airports Council International**, has predicted a difficult year ahead for European airlines. While passenger traffic had increased by 3.2% in January, compared to the same period in 2010, air cargo was down 7.5% and aircraft movements had also decreased by 2.1%.

Turkish Airlines is to introduce a four-times weekly service to Edinburgh, UK from July. The carrier has also increased its presence in Germany, adding flights from Istanbul to Bremen and Leipzig.

BA Completes A380 Trials

BRITISH AIRWAYS (BA) has successfully completed trials of its newly modified London/Heathrow engineering base (see *Airliner World*, January issue, pg8). Under a multi-million pound redevelopment project, the carrier upgraded its 1950s hangars to accommodate the Airbus A380 'super jumbo' – BA has 12 examples on order with delivery of the first aircraft expected in 2013.

During the trials, the European manufacturer supplied one of its A380 test fleet to put the hangar through its paces. In order to accommodate the tall tail fin of the Airbus aircraft, the carrier installed a modified truss, using more than 138 tonnes of steel.

Head of Property Services at BA Vance Williamson, said: "The combined efforts and contribution from the property

and engineering management teams, together with the professional construction expertise of Mace, have provided us with a high quality long term aircraft maintenance facility for many years to come."

Following successful completion of the trials, modifications of the second engineering bay are expected to start in April. (Photo British Airways)



Navtech to Supply UK MoD

NAVTECH, THE Canadian flight operations software and services provider has been awarded a multi-year contract by the UK Ministry of Defence (MoD). The firm will supply electronic charts of commercial aerodromes to the Aeronautical Information Documents Unit (No 1 AIDU) for use by the Royal Air Force, Royal Navy and the British Army. "We are delighted to be working in partnership with Navtech for the sup-

ply of our civilian airfield terminal charting requirements," remarked Steve Read, Aeronautical Information Requirements Manager at No 1 AIDU. "The comprehensive worldwide library coverage allows immediate access to arrival, departure and procedure information in support of UK and deployed operations. In addition, we and Navtech have jointly developed the additional capability of displaying

eCharts on AIDU's own internal website, allowing both military and commercial information to be accessed at the same time. This has proven to be of great benefit for crews and flight planning staff alike in combining information sources. We look forward to our future work together and developing the supply and delivery of aeronautical information to the UK MoD as our military requirement evolves."

Flybe Launches Regional Hub

FLYBE, THE largest regional carrier in Europe, has introduced 86 point-to-point connections from Manchester, UK, as it pushes to develop a regional network hub.

The airline has worked closely with the airport to reduce minimum connecting time to just 35 minutes, and is aiming services particularly at those travelling on business.

"Flybe has always looked at innovative ways to improve its services and with 5% of our passengers already taking advantage of the many connections we have been offering for several years, it made perfect sense to further optimise this obvious need," remarked Simon Lilley, Flybe's Director of Marketing. "As Europe's largest regional airline serving 36 UK departure points, it made sense to 'join' more of them up and to do it over Manchester, one of our largest bases. The airport immediately saw the potential and has worked hard with us to ensure it could accommodate our re-adjusted schedule that now gives our passengers the added choice of over 80 new domestic connections. We also expect to see an increasing number of regional passengers choose to connect to the many international flights offered at Manchester rather than travelling through Heathrow."

Manchester Airport's Chief Commercial Officer Ken O'Toole, added: "We welcome Flybe's establishment of a hub operation here. Flybe's selection of this airport is a testament to the class-leading facilities available and confirms our position as the leading regional airport in the UK [by passenger figures]. We look forward to the increased connectivity and passenger volumes this announcement will bring."

New Air Europa Logojet

Spanish carrier Air Europa has applied special markings promoting 'Be Live Hotels' on its Boeing 737-85P, EC-JAP (c/n 33971). The hotel chain is part of Globalia, which also owns the airline. (Javier Rodriguez)



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Gatwick Pushes For Improved Rail Links

A REPORT released by design, engineering and business consultancy firm Arup has called for improved rail links to Gatwick Airport. Located 28 miles (45 km) south of the capital, the airport is the second largest in the UK, and has the busiest single-runway facility in the world.

The Arup report highlights that while Gatwick, which handles 32 million passengers per year, is attracting new routes, better integration between the airport and the rail network is needed to allow it to compete with nearby Heathrow.

"Passengers' journeys from plane to train to the heart of London from Gatwick are the fastest and most convenient of all London airports and airlines are choosing to operate from here because of our connectivity to London," commented Gatwick Airport's Chief Commercial Officer Guy Stephenson. "However, the report shows that a passenger's impressions of our rail links lag behind other London airports and the capabilities of the trains on the Gatwick Express rank below equivalents at Heathrow, Hong Kong, Kuala Lumpur and Stockholm. We have the capacity to handle more flights and strengthen our country's trade links with emerging markets. But if we are to continue attracting the new routes the economy needs, rail links must improve in quality and extent."

New Livery for Hamburg Airways



Hamburg Airlines' Airbus A320-214, D-AHHC (c/n 2745), has been recently repainted in the carrier's new markings. (Jack Gorynski)

Lufthansa Unveils New Business Class Seats



GERMAN NATIONAL carrier Lufthansa has confirmed that it will introduce new seats for its Business Class passengers as part of a €3 billion investment in its in-flight product. The seat, which transforms into a 6ft 6in (1.98m) lie-flat bed is being introduced on the carrier's first Boeing 747-8 Intercontinental, which is expected to join the airline during April.

"We integrated our customers very closely into the development of our new Business Class so we would be able to offer a product that was totally in line with their wishes and requirements," said Lufthansa board member Jens Bischof.

The new seats incorporate several novel features to increase passenger

comfort and are installed in an unusual 'V' arrangement, meaning that all passengers face the direction of travel and are offered greater privacy.

Once rolled out, the new Business Class product is expected to be retrofitted to Lufthansa's entire long-haul fleet of more than 100 aircraft over the next four years. (Photo Lufthansa)

Say Cheese

Turkish Airlines has applied an eye-catching livery to its Boeing 737-8F2, TC-JHL (c/n 40976). The elaborate fuselage design features a portrait of every one of the carrier's employees. (Nik French)



Passenger Figures Rise at UK Airports

FIGURES RELEASED by the UK's Civil Aviation Authority (CAA) show that British airports handled 219 million passengers during 2011, a 4.1% increase over 2010. The rise follows three years of falling numbers, though travel during 2010 was blighted by disruptions including the Icelandic volcanic eruption, heavy snow and industrial action. The CAA added that excluding this recovery, the increase in passenger numbers was just 0.6%, suggesting underlying growth is still relatively weak. London/Heathrow was the busiest airport, handling a record 69.4 million passengers.

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Ready For Action



On April 2, easyJet started its schedule of daily flights from the airport, increasing to 70 services a week.

operational last July. It is 85ft (26m) tall and includes an approach radar control room in addition to the visual control room at the top of the building. The tower is equipped with a new SELEX

ATCR-33SE radar – one of only four of its type currently installed in the

UK. The new dual primary and secondary system includes the latest weather mapping technology and supports enhanced data processing techniques. Meanwhile, to coincide with the construction of the new ATC building, there have been significant changes made to airfield instruments and control systems in preparation for future growth at the airport.

Railway Station

The Transport Secretary had previously opened the airport's new



The airport's new 85ft (26m) tall air traffic control tower was declared fully operational in July 2011.

railway station in September 2011. Part of the Southend Victoria to London Liverpool Street line, it provides up to eight services to the capital every hour, taking passengers from the airport into the City of London in just 53 minutes, or to Stratford – close to this summer's London 2012 Olympics – in 44 minutes. The station, operated by the Stobart Group's rail division, Stobart Rail, is situated across the road from the new terminal, and the airport's operator is aiming for a 15-minute 'plane to train' target for passengers carrying only hand-luggage.

Future Expansion

To complete the current building schedule, an airport Holiday Inn hotel next to the terminal is in the final stages of completion. Plans are already underway for the second phase of the new terminal's development to bring the capacity up to two million passengers a year by 2020. If approved, they would see the building extended by 295ft (90m) to the north-east of the current construction. The number of check-in desks/baggage drop off points will increase, as will the amount of security screening channels; and the departure lounge will grow in size to accommodate passengers awaiting boarding. A larger arrivals area will have enhanced baggage reclaim facilities and an extended immigration area. Retail and catering facilities will also be expanded throughout the terminal in order to provide a wider range of shops and services.

London Southend Airport



On March 8, the final phase of the improvements was completed – the opening of the 984ft (300m) extension to the south-western end of the runway. This had been the cause of some concern to the local population due to its proximity to a church and its cemetery.

New 737 for AeroSvit

The latest addition to AeroSvit's fleet, Boeing 737-548, UR-AAM (c/n 24919), is pictured at Stockholm/Arlanda during late March. The former Air Baltic example is one of the first to wear the carrier's new livery. (Stefan Sjogren)



AAR Plans Russian Invasion

AAR CORPORATION, one of the largest maintenance providers in the US, has announced plans to open a facility in Ulyanovsk, eastern Russia.

Under a \$20 million project, the company will first create a spare parts pool before developing a 107,639sq ft (10,000m²) maintenance centre.

"We plan to use the new facilities in Ulyanovsk. This will be the first step towards introducing our services into the Russian market," AAR Corporation's

CEO David Storch commented.

In mid-2011, the US firm also entered into negotiations with Moscow/Vnukovo Airport concerning a similar project, but has yet to conclude a deal. Storch added: "We have met in the US and Moscow, but we have no agreements with the airport. However, we do not want to limit our activities to a single partner, and the aircraft maintenance market in Moscow is very attractive to us."

Project Hope Reaches Tashkent

UZBEKISTAN AIRWAYS has partnered with Project Hope and US manufacturer Boeing to deliver a consignment of medical supplies to hospitals in Tashkent. The 6,950lb (3,150kg) shipment, consisting of 162 boxes of medical supplies and medicines, was flown from the US aboard the carrier's newly delivered Boeing 767-33PER, UK67004 (c/n 40536), as part of Boeing's Humanitarian Delivery Flights programme.

"We are constantly looking at ways to

contribute to the development and benefit of the community and we are happy to be working with Boeing and Project Hope to transport medical supplies to Tashkent," Uzbekistan Airways Director General Valeriy Tian commented. "I would like to thank our partners for driving this initiative for the betterment of our community in Uzbekistan."

The carrier recently completed a similar mission when it delivered books to the Tashkent-based International Library.

Birmingham Charters Continue...



Wearing the livery of Shovkoviy Shlyah Airlines, this Antonov An-12, UR-CAF (c/n 3341209), was a recent visitor to Birmingham, UK. The freighter was transporting car parts under an ongoing charter contract and was the tenth different example to visit the airport this year. (Karl Nixon)

VIP Jets for Rossiya

STATE-OWNED airline Rossiya has confirmed that it will acquire two VIP-configured Antonov An-148s to replace its ageing Tupolev Tu-134s. The regional jets will be used by the carrier's Special Aircraft Division, which performs transport duties for the President and the Russian Government.

Rossiya, which currently operates six An-148s on its regional network, expects delivery of the first VIP-configured example later this year. The acquisition is the latest part of an ongoing fleet renewal programme, with the carrier committing to replace its older, Soviet-era types by 2015. The division has already agreed a deal for two Airbus A319s, while an order for three Tupolev Tu-214SRs is expected by the end of 2012.

Armavia Reaches Agreement?

ARMAVIA HAS reportedly signed an agreement with Armenian International Airports as it pushes to resolve a financial dispute which led to the temporary suspension of its services from Yerevan in early March. The troubled national carrier has apparently been struggling to repay bills for a variety of services

including airport and navigational fees. Under the terms of the deal, the airline is understood to have agreed a payment schedule concerning its outstanding debts of an estimated \$5.3 million while the airport authority is believed to have reduced its handling charges to allow the carrier to continue operating.

Transaero Offers Connectivity

TRANSAERO AIRLINES has announced plans to introduce Wi-Fi connectivity onboard its aircraft. The carrier has not named a supplier for the \$30 million project, but confirmed that 38 aircraft will be equipped with the new technology with the first, a Boeing

777, expected to have entered service during April.

Transaero, which carried 8.4 million passengers during 2011, added that it will also increase the number of economy class seats in its aircraft as part of a newly launched refurbishment programme.

Southend Airport



Plans are underway for the second phase of the new terminal's development to bring the capacity up to two million passengers a year by 2020. (Southend Airport)

JUSTINE GREENING, the Secretary of State for Transport, along with Stobart Group CEO Andrew Tinkler, COO William Stobart, Airport Managing Director Alastair Welch and easyJet CEO Carolyn McCall OBE, officially opened the 'Fly Through' terminal – named by Stobart for its “convenience and efficiency” – at London/Southend Airport on March 6. The ceremony was the culmination of a £16 million investment by the Stobart Group at Southend, where passenger numbers are set to reach one million by the end of this year. The first passengers to officially use the facility landed from Waterford in Ireland on one of the daily Aer Arann Regional services (now being operated under the Aer Lingus Regional banner). From April 2, easyJet will start its schedule of daily

flights from the airport, with 70 services a week to Amsterdam, Alicante, Barcelona, Belfast, Faro, Ibiza, Jersey, Malaga and Mallorca. Retail outlets within the passenger terminal include W H Smith, Searcy's Catering with its Arnold & Forbes brand of café (also available on the airport train station platform) and Stobart Group's very own, and first, Stobart Airport Shopping outlet for duty free. “We're extremely proud of the work we've done here,” said Stobart CEO Andrew Tinkler. “Since early 2009 we've worked very hard



The landside part of the terminal is simple, with only a few check-in and bag drop desks. (All images Key – Tony Dixon unless stated)

to deliver on the promises we've made around bringing the airport back to a new era of prosperity. Now we're delivering, with new services to Ireland, over 500 new jobs created, a new railway station, new air traffic control tower, new terminal, new hotel and the runway extension.” On March 8, the final phase of the improvements was completed with the opening of the 984ft (300m) extension to the south-western end of the runway enabling aircraft to carry more fuel on some routes.

Developments

Partially operational since March 2010, the airport's new air traffic control (ATC) tower was the first obvious feature of the improvements. It was declared fully

Airline	Destinations	Date
Aer Arann	Dublin	May 10
	Waterford	Current
	Alicante	Apr 5
easyJet	Amsterdam	Apr 2
	Barcelona	Apr 2
	Belfast	Apr 1
	Faro	Apr 5
	Ibiza	Apr 28
	Jersey	May 2
	Majorca	May 1
	Malaga	May 1



The 'Fly Through' terminal was officially opened at London/Southend Airport on March 6. (Southend Airport)

First Jet for Asian Express



Tajikistan-based Asian Express Airlines took delivery of its first aircraft on February 29. The former CityJet BAE Systems RJ85, EI-RJP (c/n E2363) is one of four expected to join the carrier this year. (EI-AMD)

Expansion for Volga-Dnepr

HEAVY-LIFT specialist Volga-Dnepr announced on March 1 that it is to acquire shares in Air Cargo Germany. The European carrier, which operates a fleet of four Boeing 747-400s from its Frankfurt/Hahn base, is valued at an estimated £30-40 million and operates regular cargo services to Asia and Africa as well as charter flights to points in North America. Volga Dnepr is best known for trans-

porting heavy and outsized loads using its fleet of Antonov An-124s and Ilyushin Il-76s, while wholly-owned subsidiary AirBridgeCargo serves the more conventional market with its 747s. Conclusion of such a deal would give the Russian carrier much improved access to the lucrative US and European air freight markets, with approval of the acquisition expected to have been received from the German authorities by the end of March.

THE STATE Transport Leasing Company (STLC) of Russia has agreed a deal to purchase 15 Cessna 208B Grand Caravans, with options on a further 15 examples. The single-engine turboprop can carry nine passengers or 1 ton of cargo, has excellent short-field performance and is able to operate from basic airstrips, making it well suited to operations in remote areas of the country.

"We have been co-operating closely with our official representative in Russia, Jet Transfer, and STLC during the last two years in order to understand the requirements of local operators and to provide a package of services which would satisfy them in full," remarked Cessna's Director of Sales for Europe, Russia and the CIS, Pana Poullos. A spokesman for STLC added that the Grand Caravan "has a unique perform-

Cessna Lands Russian Order



ance, is easy-to-operate, and can fly in extreme environments and from short, unpaved runways." The Cessnas will be leased to local air transport operators under a \$63 million

Saravia Looks West

RUSSIA REGIONAL operator Saravia Airlines has entered negotiations with Ilyushin Finance (IFC) over the potential lease of three Canadian-built Bombardier Dash 8-Q400 turboprops. The Saratov-based carrier, which was sold by Aeroflot to a group of private investors late last year, has completed a feasibility study on the type, which is expected to receive its certification from the Russian Interstate Aviation Committee in May. Delivery of all three examples could be concluded by the end of 2012.

in brief

NordStar Airlines has signed an agreement with **StandardAero** to provide engine maintenance to the regional carrier's newly delivered fleet of ATR 42-500 turboprops.

Armavia is reported to have entered negotiations with Russian manufacturer **Sukhoi** over the acquisition of up to six additional Superjet 100s for delivery between 2013 and 2014. The Armenian airline, which was launch customer for the type, is expecting its second example imminently.

Figures released by the **Federal Air Transport Agency** show that Russian airlines carried almost 8.6 million passengers during the first two months of 2012, an 18.8% increase over the same period last year. Air cargo rose by 17.8%.

Russian national carrier **Aeroflot** has taken delivery of its sixth Sukhoi Superjet 100. The latest example, RA-89005 (c/n 95013), carries a special livery promoting the SkyTeam alliance. (Photo Sukhoi)



Volga-Dnepr's wholly-owned subsidiary **AirBridgeCargo** has completed its first trans-polar flight between Chicago, US and Krasnoyarsk in Russia, operated by a Boeing 747-400. The aircraft was being used to transport 175 Aberdeen Angus cows.

Ural Airlines has taken delivery of former All Nippon Airways Airbus A320-214, JA204A (c/n 2998). The jet, which was re-registered VQ-BRE, was acquired as part of an ongoing fleet renewal programme and is the carrier's 23rd example. The airline intends to increase its fleet to 30 Airbus aircraft by 2014.

Orenburg Airport, located in south western Russia, has received approval from the Federal Air Transport Agency to perform maintenance work on the Sukhoi Superjet 100. This was followed on February 28 by authorisation to perform similar work on the Airbus A320 family.

Russian manufacturer **Sukhoi** has announced plans to deliver the first ten Superjet 100s to international customers during the second half of 2012, consisting of four examples to Interjet of Mexico and three each to Laos Central Airlines and Indonesian carrier Sky Aviation.

Aeroflot increased its Airbus A321 fleet to 20 following delivery of VQ-B01 (c/n 5059) on March 7. The aircraft, named **Nikolay Semenov** after the Soviet scientist, forms part of a 2007 order for 26 examples.

New Airbus for Yamal



Russian carrier Yamal Airlines is to take delivery of former Avianova Airbus A320-232, EI-ELE (c/n 1969). The aircraft is pictured on arrival at Southend, UK on March 13 having been repainted in the Netherlands. (Keith Burton)

Safari Connection



The first aircraft for Kenya Airways Cargo is this leased Boeing 747-412BCF, PH-MPS (c/n 24066), from Martinair of Holland. It is pictured landing at Amsterdam, on a flight from King Khalid International Airport in Saudi Arabia and carries 'Safari Connection' titles. (Rainer Bexten)

Profits and Cutbacks at Royal Jordanian

ROYAL JORDANIAN registered a record number of passengers – 268,000 – in January 2012. This is a 25% increase on the figure for 2011 and the airline's highest January total since its establishment. The airline's president and CEO, Hussein Dabbas, said the figure had come from a raised seat-factor of 72% and had increased flying hours by 5%. Freight uplifted, on cargo and passenger flights, had also increased by 24%.

Meanwhile, the carrier's board of directors has taken the decision to suspend operations to five destinations on its route network to reduce operating costs caused by soaring fuel prices – and to offset the decline in tourism to the region, the outcome of the 'Arab Spring' and political unrest. Routes to Brussels, Munich and Al Ain will stop in March and April – along with two other destinations in the Gulf area, to be announced in the near future.

IATA Raises Profit Forecast

THE INTERNATIONAL Air Transport Association (IATA) says Middle Eastern carriers are expected to see profits of \$500 million this year. This is a large increase over the previous forecast of \$300 million and bucks the worldwide (IATA-predicted) trend of a global profit downgrade of \$500 million to \$3 billion, primarily due to rising oil prices. The predicted drop in global profits, compared to the December forecast, is

primarily driven by a rise in the expected average price of oil to \$115 per barrel, IATA said in a statement. "This year continues to be a challenging one for airlines," said Tony Tyler, IATA's Director General and CEO. "The risk of a worsening Eurozone crisis has been replaced by an equally toxic risk – rising oil prices. Already the damage is being felt with a downgrade in industry profits to \$3 billion."

First African ATR Training Centre



TO SUPPORT the growing number of its aircraft in Africa and in anticipation of the associated development potential, European manufacturer ATR has opened a new training centre for pilots and maintenance technicians in Johannesburg, South Africa. It is the first such centre to be opened by the company on the African continent, equipped with a full-flight simulator offering training for the ATR 42-300,

ATR 42-500, ATR 72-200 and ATR 72-500 models. A total of 85 ATRs are currently operated by 32 airlines in 20 African countries.

To operate the new facility, ATR has formed a partnership with Comair (operator of British Airways southern Africa and kulula.com), and now shares the airline's logistics and existing equipment at Johannesburg's O R Tambo International Airport. (Photo ATR)

Libyan Twin Otter



This de Havilland Canada DHC-6-310 Twin Otter, 5A-DAS (c/n 567), of Petro Air of Libya has been a recent visitor to Medavia in Malta for maintenance. (Malcolm Bezzina)

CRJ900s For RwandAir

KIGALI-BASED RwandAir has signed a firm order for two Bombardier CRJ900 NextGens regional jetliners, plus two options, making it the first operator of the type in eastern Africa. The contract is valued at approximately \$89 million, based on current list prices, and would increase to \$185 million if both options are exercised.

"Our two 50-seat CRJ200s have performed very well for us and have helped grow our business to the point that we require aircraft with more capacity," said RwandAir CEO John Mirenge.

Successful Al Bateen Show

THE RECENT Abu Dhabi Air Expo, held at Al Bateen Executive Airport, generated AED 1 billion (\$365 million) in signed deals. The show saw more than 10,700 visitors and 105 exhibitors from local, regional and international companies. Key agreements made at the show included Qatar Executive becoming the newest Bombardier Authorised

Service Facility in the Middle East; and Abu Dhabi Aviation signing agreements with Mubadala to establish an aviation simulation centre and with AgustaWestland to launch an aircraft maintenance centre. Meanwhile, Saudi Private Aviation (SPA) confirmed it's now officially the largest single customer of Dassault Falcon 7X aircraft

after taking delivery of its fourth following an official handover from Dassault. The Air Expo also offered opportunities to engage the general public and community in its activities, welcoming more than 600 students from various colleges and institutions in Abu Dhabi to view what the aviation industry has to offer to the younger generation.



This unmarked McDonnell Douglas MD-80 has been painted in the full colours of Iranian carrier Sahand Air at Istanbul's Sabiha Gökçen Airport. (Ilgaz Deger)

Delays at Al Maktoum

ACCORDING TO Dubai Airports' CEO, Paul Griffiths, the date of the opening of the new airport – Dubai World Central/Al Maktoum International – for full commercial passenger services has been pushed back ten years to 2027. Current plans say the new airport will replace Dubai International as the Middle East's major aviation hub, and is scheduled to be the world's largest by the time it opens. "The original [plan] was to have some capacity online for 2017, but we've pushed that back by about ten years," said Griffiths.

"The idea is to build a facility that is large enough so that Emirates and other airlines could move – not necessarily at the same time, but within a fairly short timeframe." Dubai Airports has slowed the development of facilities at Al Maktoum International in the wake of the global financial crisis, which halted a number of large projects within the UAE as government agencies around the emirate struggled to pay trade creditors. "We have a passenger terminal building at the moment that we're readying for

operation during the course of 2012, but that's only got a capacity of around seven million passengers, so it's nowhere near adequate for the Emirates operation," the CEO continued. "The aim is that as soon as we've got business for it and it's ready for use, we will open it... We've had a number of discussions with different airlines about potential operations, but passenger airlines tend to plan their operations quite late, so it's likely we [too] will be announcing quite late what the plans are for the passenger operation."

New Colours For Maximus Air

THE FIRST aircraft to be painted in Maximus Air's new livery – Airbus A300B4-622R, A6-NIN (c/n 797) – was rolled out of Abu Dhabi Aircraft Technologies' (ADAT) hangar in March. It immediately re-entered the fleet and began services for the all-cargo airline. The livery comprises the new name and

brand identity, which was first revealed at last year's Dubai Airshow and forms part of the company's current five-year growth strategy. Maximus Air's president and CEO, Fathi Hilal Buhazza, said he was delighted with the outcome of the makeover. "Having grown from a local opera-

tor to a regional operator with some international trade, we're now ready to turn that business model on its head," he said. "We have a lofty ambition... to become one of the top three players in the global air cargo market." (Photo Sébastien Ognier/Maximus Air)



in brief

In January **Etihad Airways** launched its first four aircraft with in-flight connectivity – three Airbus A330-300s and one A320 – with a second A320 due for delivery in March. The A320 connectivity service offers travellers the option of full mobile telephone use, including phone calls, text messages, e-mails and mobile data, while the A330-300s will additionally offer passengers Wi-Fi Internet access.

Abu Dhabi-based **Royal Jet** has announced the refit of one of its six Boeing Business Jets – at a cost of \$9 million. Refurbishment specialist Sabena Technics will be carrying out the in-depth cabin refurbishment, livery painting, aircraft maintenance and a systems upgrade including state-of-the-art in-flight entertainment, live TV, SATCOM, Wi-Fi and global mobile systems (GSM) connectivity. (Photo Royal Jet)



Cape Town International Airport has been named the best airport in Africa by an international association of the world's airports. The award was made by the Airports Council International, which surveys passengers on their views of different airports. Its airport service quality awards have become an international benchmark for how a good airport should look and treat its passengers.

Emirates Airline is planning to seek compensation from Airbus over wing crack issues on the A380. The airline's President, Tim Clark, said it expects to lose up to \$90 million in revenues by the end of March since it began taking the aircraft out of service, six at a time, in January. The carrier currently has a fleet of 21 A380s with another 69 on order. "From a commercial point of view, it's a dreadful experience," he said. "It's caused a lot of commercial hardship and we are not very happy with the way this has gone." As yet, Airbus has not replied to the Emirates' statement.

The first long-distance international commercial airliner in two decades to fly to Somalia's war-torn capital landed on its maiden flight at **Mogadishu Airport** in March. The **Turkish Airlines** flight, carrying a high-level delegation from Ankara led by Turkish Deputy Prime Minister Bekir Bosdag, was welcomed on landing in the capital by Somali President Sharif Sheikh Ahmed. Several Somali airlines, including Kenya-based African Express, fly into the country from neighbouring nations, but Turkish Airlines' proposed twice-weekly flights are the first commercial ones from outside the region.



Ethiopian Star

Ethiopian Airlines has painted one of its Boeing 767-33A(ER)s, ET-ALO (c/n 33768), in full Star Alliance colours. The aircraft was a recent visitor to Brussels, Belgium. (Ton Jochems)

Qatar Airways Goes For Recaro Seats

AT THE ITB Berlin travel trade show in early March, Qatar Airways and Recaro Aircraft Seating signed a deal for the delivery of several thousand Comfort Line 3620 seats for the airline's future Airbus A350 and Boeing 787 fleets.

"We place a high priority on cabin interiors and this is why we chose the CL3620 – a seat that sets new standards in ergonomics and design for long-haul flights," said the carrier's CEO, Akbar Al Baker. "It proves that comfortable travel with more living space in Economy Class is possible."

The seat's lean shape is based on a single beam concept, meaning that passengers can enjoy more leg-room even with a relatively short seat pitch. As well as the ultra-thin backrest offering improved comfort, other features include the use of flexible materials in the headrest and backrest as well as the latest IFE system integration.

Dubai Airport Continues to Grow

PASSENGER FIGURES at Dubai International Airport in the UAE continue to rise. "We could become the third biggest airport in the world in terms of international passengers this year," said the CEO of Dubai Airports, Paul Griffiths, at a recent press conference. He expects an 11% rise in annual passenger traffic.

Handling some 51 million travellers in 2011, Dubai's primary airport is currently the fourth-largest aviation hub globally after London/Heathrow, Paris/Charles de Gaulle and Hong Kong. "With our growth this year, which will take us to 56.5 million [passengers], I think we'll be hot on the heels of Hong Kong. We may even overtake them," he said, adding that the long-term goal is to reach 90 million by 2018.

Despite the developments under way at Dubai World Central/AI Maktoum International – just 35 miles away – officials recently announced a \$7.8 billion



Work on Dubai International Airport's Concourse Three is in the advanced stages of construction and the facility should be complete in 2013. (Key – Tony Dixon)

expansion plan for the existing facility in a bid to boost revenues prior to the move to the new airport.

"Concourse Three is in the final stages of construction," Griffiths said. "We've probably got another nine months before an operational handover can take place. That will boost our capacity to 75 million and give us 20 gates for the Airbus A380s. It will be quite

a significant upgrade from what you saw when we opened Concourse Two in 2008.

"We've also got a Concourse Four in our plans. The idea is that it will cater for all the non-Emirates international airlines on the south side of the airfield. That will give us about 18 additional gates [and] allow Concourse One to be used exclusively by Emirates."

Challenging Medical Evacuation Mission

ROYAL JET'S Medevac unit successfully completed a complicated medical evacuation mission by flying 31 Chinese workers injured in explosions in the Republic of Congo to China on the night of March 10. Using one of its fully-equipped Boeing Business Jets, the mission landed

in China after a 16-hour flight from Maya Maya Airport in Brazzaville, the capital of the Republic of Congo, following a brief stop in Abu Dhabi for fuel and a crew change.

Apart from the company's Medevac team (headed by Dr Ibrahim Soto), five

Chinese medical experts were dispatched to Brazzaville by the Beijing government shortly after the accident to tend to the wounded. The blasts, reportedly caused by an electrical short circuit in an arms depot in Brazzaville, claimed more than 200 lives and injured over 1,500.

New Business Plan For Air Seychelles

FOLLOWING recent cutbacks in services and the disposal of its Boeing 767s, Indian Ocean operator Air Seychelles has unveiled "a far-reaching two-year business plan" it hopes will improve the airline's fortunes.

The plan was announced after the first meeting of the new Air Seychelles board of directors following the purchase of a 40% share by Etihad Airways in January. Highlights of the proposals are the introduction of two Airbus A330-200s, the launch of services to Beijing in early 2013, increased frequencies to a number of "key destinations" and closer co-operation with Etihad "to identify economies of scale and synergies in staff training, procurement and product development".



New Nigerian Carrier

The Airstream International Group has arranged the sale of an Embraer ERJ 145 to Odengene Air Shuttle Services/Air Taraba of Nigeria. Previously operated by UK airline Flybe, it has been repainted by Airbourne Colours in Bournemouth and will be operating internal routes within Nigeria, linking Taraba state to major commercial centres in the country. (Mark Empson)



X-PLANE 10

GLOBAL

X-Plane 10 Global is the latest version of a simulator that has been in development continuously for almost 15 years. The virtual world in X-Plane 10 is what makes this version different from previous versions. The 'Plausible World' is a new style of virtual landscape that revolutionizes simulation. In addition many European airports such as Nice, Faro and Heathrow have been included in detail.

The completely **new rendering engine** shows the world around you in high detail and with global illumination so lights behave like real lights. X-Plane 10 Global is available for PC, Mac and Linux for 69,99 €.

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Biofuel Flight For LAN Airlines



THE FIRST commercial flight in South America using second generation bio-fuel has been jointly undertaken by LAN Airlines and Air BP Copec. One of the carrier's Airbus A320s – powered by CFM56 engines – flew between the

cities of Santiago and Concepción on March 7. Onboard were the Chilean Minister of the Environment, Maria Ignacia Benitez, and the CEOs of LAN and Copec. The fuel is derived from used refined vegetable oil.

"This flight represents a key step towards the future of the industry," said the CEO of LAN, Ignacio Cueto. "We aim to develop sustainable biofuels for commercial aircraft with a high production potential in South America. Currently, these renew-

able energy sources play a significant role in global aviation and will increasingly affect decision-making in the industry and our company. We want to be pioneers in the use of renewable fuels in South America." (Photo LAN Airlines)

More Wi-Fi at US Airways

IN CONJUNCTION with in-flight Wi-Fi provider Gogo, US Airways wants to improve technology capability on its flights. Slated to begin this summer, many of its fleet will get an ATG-4 makeover from the provider, which features increased data capability and streaming services.

"We are excited to bring entertainment to the skies and enhance our in-flight experience for both business and leisure travellers," said the carrier's Senior Vice President Marketing and Planning, Andrew Nocella. "Not only are we ensuring customers stay connected on more of our flights, but we are placing customers in the pilot's seat of their entertainment experience."

Engineering And Technology Centre

BRAZILIAN MANUFACTURER Embraer is to establish an Engineering and Technology Center USA as part of the growing aeronautical cluster in Melbourne, Florida. The centre will be run by Embraer Aircraft Holdings, a wholly-owned subsidiary of Embraer, which is based in Fort Lauderdale, Florida, and will create around 200 new jobs in Melbourne over the next five years.

"This is an important extension in the proud partnership that we have enjoyed in the United States almost since our inception," Gary Spulak, President of Embraer North America, told a press conference. "It is further evidence of our confidence in the US market and the strategic role it will play in our future."

New Virgin Clubhouse at JFK

VIRGIN ATLANTIC Airways has unveiled a brand new \$7 million 'Clubhouse' (for its Upper Class passengers) at New York's John F Kennedy International Airport. The 10,000sq ft (930m²) facility – more than twice the size of the previous Clubhouse at the Airport – has been designed by Slade Architecture, in collaboration with the Virgin Atlantic in-house design team, and carries

the theme 'Understatedly Uptown, Unmistakably New York'.

The large windows on both sides of the building give views of Virgin Atlantic aircraft at their nearby gates, and a glimpse of the landmark Saarinen-designed former Trans World Airlines (TWA) Flight Centre, one of the world's greatest examples of classic airport architecture.

First Biofuel Revenue Flight

PORTER AIRLINES of Canada is planning to use one of its Bombardier Dash 8-Q400 turboprops to conduct the first biofuel-powered revenue flight in Canada. It will use a 50/50 blend of biofuel with Jet A1 fuel. The biofuel portion is derived from oilseed and one percent from Brassica carinata (a mustard plant).

"We are timing our biofuel-powered flight close to Earth Day (April 22) to emphasise the contribution that biofuels are expected to make in the future by helping the aviation industry meet its targeted reduction in emissions," said Robert Deluce, Porter Airlines' President and Chief Executive Officer.

Oil Flights

Canadian carrier North Cariboo Air has acquired this BAe 146-200, C-GRNT (c/n E2140). Based at Calgary, the aircraft will be used for oil support flights in the region. (Chris Sands)



GOL to the USA?

BRAZILIAN CARRIER GOL has submitted a request to the country's National Civil Aviation Agency (ANAC) to operate a five times weekly São Paulo-Miami, Florida service. This will be its first route to the USA and will be operated via Caracas.

The airline is the largest low-cost carrier in Latin America, with a fleet of 123 Boeing 737-700s and -800s flying to 63 domestic and 13 international destinations. The carrier had a 36% market share in the country in 2011.

First Southwest 737-800

US LOW-COST carrier Southwest Airlines (SWA) has taken delivery of its first Boeing 737-800. Previously having a fleet of 737-700s, it plans to receive 33 of the larger -800s by the end of the year. Its initial service is due from Chicago/Midway to Fort Lauderdale on April 11.

"Our -800 adventure starts small, with just two aircraft overnighting at Midway and Baltimore/Washington and flying to and from Florida," said a SWA spokesperson.

The carrier is scheduled to take delivery of two more aircraft on April 22 and a further two on May 13. Prior to entering service, the first aircraft will fly to the carrier's maintenance facility at Paine Field in Everett, Washington for installation of its Wi-Fi hotspot and will then visit Dallas, Texas where it will undergo standard tests and evaluations performed by the FAA before entering revenue service. (Photo Southwest Airlines)



North American Airlines' February Performance

ACCORDING TO figures released by Airports Council International (ACI) and IATA, the unusually mild winter in the USA and Canada continued to benefit air travellers in February. Eight airlines had on-time arrival percentages above 90% and only 1.17% of flights were cancelled. As a group, North American Airlines' flights arrived within 15 minutes of schedule for over 80% of the time. The top 10 performing airlines and their on-time arrival percentages in January were:

1	Horizon Air	92.48%
2	Virgin America	91.45%
3	Compass Airlines	91.12%
4	AirTran Airways	90.88%
5	Hawaiian Airlines	90.75%
6	Copa Airlines	90.41%
7	Comair	90.13%
8	Mesa Airlines	90.10%
9	Alaska Airlines	89.22%
10	Delta Air Lines	89.20%

Little Rock Airport Renamed

FORMER US President Bill Clinton and his wife, US Secretary of State Hillary Clinton, have been honoured in having an airport renamed after them. The Municipal Airport Commission in Arkansas, USA has agreed Little Rock

National Airport should be called the Bill and Hillary Clinton National Airport. It currently serves about 2.2 million passengers annually and is undergoing a \$67 million renovation project that began in 2011.



Rio Baker Expands

CHILE-BASED Rio Baker has acquired a Bombardier CRJ200 Freighter, SE-RIF (c/n 7142) and begun larger-scale cargo operations from Antofagasta. The aircraft undertook training flights in the first two weeks of March from Cerro Moreno Airport to cities such as Chile's Concepción and Viña del Mar. Full freight services followed on March 14 linking Santiago and Punta Arenas, and carried cleaning

equipment to aid recovery efforts after heavy flooding in the Punta Arenas area. It appears the aircraft is currently being flown by West Air Sweden crews.

Rio Baker was previously a fixed-base operator (FBO) and air taxi company, using a Piper Navajo Chieftain and a Cherokee, from its base at Cerro Moreno Airport. (Álvaro Romero) (Photo Flyingphotos Pedro Baptista)

Chapter 11 For Ryan International



Prior to the Chapter 11 announcement, the carrier had added its first Airbus – an A330-343, N771RD (c/n 1231). (Tony Storck/AirlinersGallery)

ONE OF the leading airlift providers for the US military, Ryan International, filed for Chapter 11 bankruptcy protection in March. Executive Vice President Mark Robinson

explained that the carrier's main business had historically been tourism travel to the Caribbean. However, as margins in that business decreased with the entrance of

larger airlines, the carrier began dedicating the majority of its aircraft to military operations. Decreased government spending had now reduced this market too.

in brief

The Caribbean's first discount airline **REDjet** suspended its flights from March 16, apparently due to financial concerns. The Barbados carrier said it "is hopeful that we will be given a small part of the State assistance others receive", referring to other airlines in the region, to allow it to get "recently approved and exciting new routes established and profitable".

TAM Airlines of Brazil has chosen to absorb the increase in the UK's Air Passenger Duty (APD), which took effect on April 1, for all its passengers who booked and paid in advance for their tickets prior to the British Government's Autumn Statement of November 29, 2011.

The FAA has granted US low-cost carrier **Southwest Airlines** (SWA) and AirTran Airways a single operating certificate. SWA acquired Orlando-based AirTran last year in a deal valued at around \$1 billion. However, a statement from SWA said "the transition to a single ticketing system is a large and complex process that will take several years to complete."

Embraer's Lineage 1000 has added hot-and-high altitude to its list of operational capabilities, having been certified for such missions in both Brazil and the US. The High-Altitude Landing and Takeoff Operation (HALTO) tests were completed in February when it achieved twin certifications from Brazil's ANAC regulatory agency and the US Federal Aviation Administration (FAA). The new "hot-and-high" capability will be an option offered initially to Brazilian and US operators. (Photo Embraer)



Kansas City International Airport recorded 697,350 passengers arriving and departing through its gates in February, which represents an increase of 10.8% from February 2011. Passenger boardings were up 12.3%, with a total of 352,007, while the number of peak-day scheduled aircraft departures was 183. Air freight handled amounted to over 15,000,000lb (6,800,00kg), which represents a year-over-year increase of 9.3%.

Engine manufacturer **IAE** has announced a seven-year Fleet Hour Agreement (FHA) with **United Airlines**, effective from January 1, 2012. It includes IAE's V2500 engines installed on 152 existing Airbus A320s and A319s. United took delivery of its first A320 aircraft in November 1993.

Czech Connect Airlines filed for bankruptcy in January and said that flights had been suspended until at least March. Its two aircraft – a Boeing 737-300 and a -400 – were ferried to Prague and Montpellier for storage. (Robbie Shaw)

The harsh economic conditions worldwide continue to take their toll on a number of airlines that have been forced to cancel or suspend their flight operations



2012 - ALREADY A BAD YEAR FOR AIRLINES

As reported in last month's Headline News, Spanair ceased all operations and cancelled flights at the end of January. Its fleet of aircraft have all been disposed of including this McDonnell Douglas MD-87, SE-RJG (c/n 49642), which has been returned to SAS. (Jose Ramon Valero)



After months of financial problems, national carrier Air Zimbabwe has stopped flights after being grounded by the country's government in February. Two of its aircraft had previously been impounded at Johannesburg and Gatwick for non-payment of airport fees. (Robbie Shaw)





The Caribbean's first discount airline, REDjet, suspended flights from Friday, March 16. The airline launched in October 2010 and operated a fleet of McDonnell Douglas MD-80 family aircraft – including MD-82 8P-IGB (c/n 49471). (Nigel Steele/AirlinersGallery.com)



Only one year after its formation, South African operator Velvet Sky has stopped flights, citing the increased cost of aviation fuel and high charges from the Airport Company South Africa (ACSA). BP South Africa has also requested liquidation of the airline over unpaid fuel bills. Its fleet included this Douglas DC-9-32, ZS-GAU (c/n 47798). (Rene Hesse)



Cirrus Air of Germany ceased operations in January. Its two Embraer 170s were placed in storage, while two of its Dornier 328-120s were sold to the Sierra Nevada Corporation in the USA. This example, D-COSA (c/n 3028), was stored at Salzburg. (Robbie Shaw)



Myrtle Beach, South Carolina-based Direct Air has filed for Chapter 11 bankruptcy protection and has stopped all flights until at least May. It has a fleet of Boeing 737-400s – including N773AS (c/n 25106) – and started flying charters in 2007. (Ashley French)



Air Australia was placed into voluntary administration on February 17, stranding thousands of travellers around Australia and overseas. Its fleet of five aircraft have all been returned to their lessors, including this Airbus A320-232, VH-VQC (c/n 3668), which was ferried to Zurich. (Micheel Keegan/AirlinersGallery.com)

Kingfisher Stares Down the Barrel

Following Kingfisher Airlines' decision to stop all its international services from April 11, several of its leased Airbus A330-223s have already been flown into storage. Two arrived at Bordeaux/Mérignac Airport in western France on March 21, including this example, VT-VJN (c/n 927). (William Vignes)



KINGFISHER AIRLINES is fighting for its survival as it battles to reduce reported debts of \$1.3 billion. It has said it plans to withdraw all its international services from April 10, and at the same time further scale back its domestic operations. The move follows a warning from India's aviation minister Ajit Singh that if the

company doesn't find a way to resolve its financial problems, he may be forced to revoke Kingfisher's Air Operator's Certificate (AOC).

He went on to explain that if passenger safety was compromised, and there is a direct correlation between safety norms and financial viability, then he would not

hesitate in grounding the airline.

Since November 2011, Kingfisher has scaled back its domestic operations twice, but it is having to contend with higher taxes, soaring fuel prices and a seat price war with its rival, the equally indebted state-sponsored, Air India. Kingfisher has advised India's aviation regulator that it

is planning to stop all its overseas flights and will cut domestic services down to between 110-125 rotations per day, using just 20 airliners; compared to the 340 routes flown per day by 64 aircraft at the height of its operations. Since Kingfisher Airlines was established in 2005, it has only had one profitable quarter.

ATRs Grounded in New Zealand

MOUNT COOK Airlines, the Air New Zealand (ANZ) domestic subsidiary grounded its fleet of 11 68-seat ATR 72-500s, after it found hairline cracks around the cockpit windows on one of its aircraft during routine maintenance on March 18. The remaining ten turbo-props were immediately grounded and inspections carried out. More than 50 flights had to be cancelled and several thousand passengers were affected. Further disruption was to be expected

until all its ATRs had been checked out. A statement issued by Air New Zealand said: "One aircraft remains in the hangar for pre-planned maintenance, and at this stage, three further examples require closer examination. This will be carried out in conjunction with the manufacturer ATR, who are working around the clock to assist."

The first ATR was returned to service the following day, and by March 25 all ten were back flying.

Latest BAe 146 for AviaStar



The fourth British Aerospace 146 to join AviaStar Mandiri's fleet rolls out after landing at Jakarta's Soekarno-Hatta International Airport on March 10. This example, a -200 series aircraft; PK-BRI (c/n E2227) was delivered to the carrier on December 22, 2011. (Rainer Bexten)

MAS A380 Update

MALAYSIA AIRLINES (MAS) has revealed further details about its new Airbus A380-800, which will fly its inaugural service to London/Heathrow on July 1. It will launch thrice-weekly rotations between Kuala Lumpur and London after the second

example is delivered towards the end of August. Its third example will be used on the Kuala Lumpur-Sydney route. MAS is the first carrier to have devised a livery specifically for the A380, and will feature its iconic 'wau' (kite) symbol.

Scoot Receives its First Jet

SINGAPORE AIRLINES' new medium-to long-haul low-cost subsidiary, Scoot, took ownership of its first aircraft, a Boeing 777-212ER, 9V-OTA (c/n 28507) on March 17. The 777 (ex 9V-SQA) was acquired from its parent company's fleet and will be joined by a second example at the end of March. Both will

then undergo a heavy maintenance D check, before being refitted with Scoot's new cabin product and then they will be painted in the carrier's vivid yellow livery before entering service sometime during the middle of this year. Scoot's inaugural route will be between Singapore and Sydney.

New Sunshine Coast Embraer



Making a technical stop at Malta International Airport on March 8 was this 37-seat Embraer ERJ 135LR, VH-JTG (c/n 145687) during its delivery flight to new owner, the Sunshine Coast Airport, Queensland-based operator JetGo Australia. The aircraft previously flew with FlyMex (XA-AMM) and Chautauqua Airlines (N833RP), is being leased from ECC Leasing, a wholly-owned subsidiary of Embraer. (Stephen Muscat via Chris Cauchi)

First Thai A380 Takes to the Air

THAI AIRWAYS International's first Airbus A380-841, F-WWAO (c/n 089) completed its maiden flight on March 6 from Toulouse. During the four-hour flight various systems were tested

before landing at Hamburg. The aircraft will now enter the next phase of the production process, which will include cabin installation and painting. When the A380 is delivered, in the third

quarter of 2012, it will be re-registered HS-MAR. The Thai national carrier has six A380s on order and will operate the superjumbo on its premier routes from Bangkok to Europe. (Photo Airbus)



Changi Budget Terminal to Close

CHANGI AIRPORT Group (CAG), operators of Singapore/Changi International Airport, have announced it is closing the Budget Terminal on September 25, 2012. This will make way for the construction of a larger passenger terminal which will help CAG meet the growing demand for air travel in the region. After its closure, the former building will be demolished to make way for the new passenger terminal, to be known as Terminal 4. Work on the facility is due to start in 2013 and

is scheduled to be completed in 2017. It will have capacity to handle 16 million passengers per year and has been designed to enable efficient passenger processing and quick turn-around of aircraft, although it will not be equipped with airbridges. Unlike the terminal it replaces, the new facility will offer a wide choice of retail, food and beverage offerings as well as passenger amenities that will better serve the needs of travellers. The Budget Terminal closure will affect

Berjaya Air, Cebu Pacific Air, Firefly, South East Asian Airlines and Tiger Airways, which will move their respective operations to Terminal 2. CAG says it will work with each to ensure a smooth transition when the time comes. The existing Budget Terminal handled more than 4.6 million passengers during 2011, and while the whole of Changi has a total capacity of 70 million; CAG believes that planning ahead will ensure it is able to sustain the long-term growth of the facility.

JAL Receives Dreamliners



JAPAN AIRLINES has become the second carrier to take delivery of the Boeing 787-8 when its first example, JA822J (c/n 34832) was handed over by the manufacturer on March 25. This follows the certification of the General Electric GEnx-1B engine and marks the resumption of deliveries that had been stalled since early February following the discovery of improper shim installations (shims are used to fill in space between parts and in this case had apparently caused sections of the aircraft's carbon

fibre structure to delaminate) in the aft fuselages of jets already built. Boeing and JAL have conducted route proving and maintenance training using GEnx-1B powered test aircraft ZA005, which paid a low-profile visit to the carrier's base during late February and early March as part of service ready operational validation trials. A second example, JA825J (c/n 34835) is due to be delivered to JAL before the end of March ahead of its inaugural service with the type between Boston and Tokyo/Narita

on April 22. Its 787-8s are configured in a two-class layout with 42 seats in Business Class and 144 in Economy. With Dreamliner deliveries now coming back on stream, JAL will be followed by Air India in May, Qatar Airways and Ethiopian Airlines in June, China Southern Airline in July, LOT Polish Airlines in November, with United Airlines and LAN Airlines also scheduled to receive their first aircraft during the second half of the year. Boeing is planning to deliver up to 42 Dreamliners this year. (Photo Boeing)

in brief

Hong Kong Airlines' flight HX875, the carrier's inaugural service from Hong Kong to London/Gatwick Airport, arrived at 05.55 on March 8. The 13-hour non-stop journey was flown using Airbus A330-243, B-LNJ (c/n 1277) which is configured in a unique 116-seat all Club Class configuration, with 34 seats in Club Premier and 82 in Club. The return flight HX876 departed Gatwick at 21.30.

Thailand's **Don Muang Airport** resumed normal operations on March 6 after the facility had been forced to close on October 25 when flood waters breached its northern perimeter during last year's monsoon. Jointly funded by the government and the airport operator, the clean-up cost around Bt1.6 billion (\$52 million).

Japan's **Ministry of Defense** has purchased a **Eurocopter EC225** to replace the Japanese Ground Self-Defense Force example lost during the earthquake and tsunami that struck a year ago. The new helicopter will be delivered in February 2015. (Photo Eurocopter)



PT **Nusantara Buana Air (NBA)** has ordered 30 Indonesian Aerospace N-219s from state-owned aerospace company, PT Dirlantara Indonesia. The 19-seat turboprop is a development of the CASA C-212 Aviocar, with the first production example expected to be certified during 2013, and first deliveries starting in 2014. NBA is also planning to acquire eight new aircraft this year; four 29-seat Jetstream 41s from the UK and four 18-seat Dornier 228s from Germany.

India's **Jet Airways** and **CFM International** have celebrated the achievement of three million engine flight hours by the carrier's CFM56-7B engines. Jet Airways' fleet currently includes 59 Next-Generation Boeing 737-700/-800/-900 aircraft powered by CFM56-7Bs.

Singapore Airlines Cargo is cutting its freighter capacity by 20%, although it has said it will not be grounding any of its 13 Boeing 747-400Fs, but will be operating each aircraft for fewer hours. The cuts mainly affect long-haul services and the capacity reductions will continue over the northern summer operating season.

ATR and Fokker Services Asia (FSA) have signed an agreement covering airframe maintenance, repair and overhaul (MRO) services for ATR aircraft operating in the South East Asia region, with work being carried out at FSA's facilities in Singapore.

Boeing Produces 1,000th 777

ALONG WITH more than 5,000 employees, suppliers, customers and government officials, Boeing celebrated the production of the 1,000th 777 in early March. The aircraft has now been deliv-

ered to Dubai-based Emirates Airline. "As the largest 777 customer, it's very appropriate that Emirates is the recipient of the aircraft," said Jim Albaugh, President and CEO of Boeing

Commercial Airplanes.

Last year was the best on record for 777 sales with 200 orders from 22 customers – topping the previous total of 154 set in 2005. Production is now at an

all-time high for the programme and a 20% rate increase begins this autumn, from 7 to 8.3 aircraft per month. This will result in 100 aircraft being built per year from 2013. (Photo Boeing)



Brazilian ATR Certification

BRAZILIAN CARRIER TAM's Maintenance, Repair and Overhaul (MRO) business unit, has been certified by the Brazilian National Civil Aviation Agency (ANAC) to provide maintenance services on ATR 72 turboprops that carry a Brazilian

registration. It will allow the company to expand its offer to third parties and serve new customers. The TAM MRO has been certified to maintain the smaller ATR 42 since July 2010.

"In Brazil, there are operators with

significant fleets of the Franco/Italian turboprop. Now, they can fully rely on our routine inspection services," said Luiz Gustavo Figueiredo, TAM MRO's Executive Director.

The unit is currently working to expand

its services to third party customers. The aim is for the MRO business to grow 20% per year on average up to 2016, increasing the revenue from services provided to third parties that today corresponds to 18% of the total.

BOEING DELIVERIES



UK leisure operator Thomson's latest new Boeing 737-8K5, G-TAWG (c/n 37266), arrived at Manchester on March 20 following its delivery from the manufacturer at Seattle, Washington. (Nik French)

Boeing delivered the following aircraft in February:

B737-700	1	China Southern Airlines
B737-800	29	Air Berlin, Alaska Airlines, American Airlines (3), ACG, AWAS, EgyptAir, flydubai, Garuda Indonesia Airways, GECAS (2), GOL, Hainan Airlines, ILFC, Malaysia Airlines, Qantas, RBS Aviation Capital, Ryanair (4), Shandong Airlines, TUI Travel (2), Virgin Australia (2), WestJet, Xiamen Airlines
B737-900ER	3	Continental/United Airlines, Lion Air (2)
B747-800BBJ	1	Boeing Business Jets
B747-8F	2	Cathay Pacific Airways, Korean Air
B767-300ER	2	Uzbekistan Airways (2)
B767-300F	1	UPS
B777-300ER	6	Air China, British Airways, Cathay Pacific Airways, Emirates Airline, Etihad Airways, Saudi Arabian Airlines
B787-8	1	Korean Air
Total	46	

First Flight For Citation M2

CESSNA'S NEW Citation M2, revealed less than six months ago, has made its first flight, which included tests of the avionics system, autopilot, engine system, aircraft systems and instrument approaches. The aircraft took off and landed at Mid-Continent Airport, Wichita, Kansas where Cessna's main manufacturing facility is located.

"I am excited to say the aircraft performance, handling characteristics and Garmin G3000 avionics were excep-

tional, just as we had anticipated," said Peter Fisher, Cessna's engineering test pilot who flew the Citation M2.

The Citation M2 fills the gap between the Citation Mustang and the Citation CJ family and gives customers another entry point into the Citation product line. Federal Aviation Administration Certification (Part 23) is expected in the first half of 2013, followed by deliveries beginning in the second half of that year. (Photo Cessna)



New Bombardier Corporate Shuttle



CANADIAN AIRCRAFT manufacturer Bombardier has acquired a Dash 8-Q400, C-GLOZ (c/n 4034), for use as a company corporate shuttle. The flight runs from Bombardier's corporate headquarters at Montreal/Trudeau to the de Havilland Canada

division at Toronto/Downsview several times a day on weekdays using flight numbers BBA800 and BBA801. The aircraft was built as C-CFYI in December 2000 for SAS Scandinavian Commuter (registered LN-RDR). It was leased to Flybe, (as

G-ECOZ) from 2008 until 2010, and returned to Bombardier in 2011. It now sports a new blue and white corporate colour scheme featuring a large Bombardier title on the bottom, and Q400 in white, running down the tail. (Andrew H Cline)

Airbus To Recruit More Women

AIRBUS IS committed to ensuring that at least 25% of its new recruits in 2012 will be female despite the low number of women studying engineering subjects. With the goal of hiring 4,000 people worldwide this year, Airbus is calling for more women to apply for jobs in sectors that are traditionally seen as male dominated.

Airbus says it is developing women's careers at all levels of the company with the objective of broadening expertise and 'soft' skills in managerial capabilities, by increasing the number of females in management positions.

ILFC completes nearly 300 leases in 2011

ILFC COMPLETED a total of 296 lease transactions last year. Valued at more than \$800 million, they include extensions and placements from its own fleet and sale-leasebacks for another 20 aircraft.

The lessor's Executive Vice President and Chief Marketing Officer Philip Scruggs commented: "We continue to move forward with initiatives to deepen our customer relationships and expand our customer base of over 180 airline operators. Our size and scope are important advantages that allow us to meet the ever-changing fleet needs of airlines around the world."

AIRBUS DELIVERIES



The first Airbus for Yangtze River Express, A330-243F, F-WWKT (c/n 1175), made its first flight on March 8 at Toulouse, France. It became B-5900 on delivery. (Dunkan L)

Airbus delivered the following aircraft in February:

A319	3	CASGC, Germanwings, Private customer
A320	26	Air Arabia, Air Berlin, Airphil Express, Capital Airlines, China Eastern Airlines (2), Dragonair (2), easyJet (2), IndiGo (2), Jazeera Airways, NIKI, Peach Aviation, Qatar Airways, Shenzhen Airlines (2), South African Airways, Spirit Airlines, Swiss International Air Lines, S7 Airlines (2), Tianjin Airlines, Virgin America, Wizz Air
A321	7	Aeroflot, Air Berlin, Air China, Asiana, Lufthansa (2), Saudi Arabian Airlines
A330-200	3	China Eastern Airlines, Garuda Indonesia Airways, Hong Kong Airlines
A330-300	5	Aeroflot, Cathay Pacific Airways, KLM, Swiss International Air Lines, Thai Airways International
A380-800	3	China Southern Airlines, Emirates Airline, Singapore Airlines
Total	47	

Volcanic Ash Manual

AIR TRANSPORT operators now have a scientific basis for decision making in the event of a volcanic eruption thanks to a manual published by ICAO and endorsed by industry partners. 'Flight Safety and Volcanic Ash' provides guidance for advising aircraft operators when there is a forecast for volcanic ash contamination, placing the responsibility for such flying on the operator, under

the oversight of the State regulatory authority.

It is based primarily on the work of the ICAO International Volcanic Ash Task Force (IVATF), which was set up by the organisation and the aviation community following the 2010 eruptions of Eyjafjallajökull Volcano on Iceland, which caused enormous disruption to air travel across western and northern Europe.

in brief

Jeppesen is conducting an industry-wide survey to collect pilot and cabin crew fatigue data. It will liaise with 'sleep and performance' scientists, using the Jeppesen CrewAlert iPhone application to collect data directly from crew members, with the objective of increasing understanding of how crew fatigue issues develop in an operational setting.

Boeing has begun construction of its new enhanced Everett Delivery Center (EDC) with a groundbreaking ceremony attended by Boeing employees, customers and local dignitaries. The new facility will feature three times more space than the current EDC for office, conference and delivery operations. The design includes a customer complex and delivery lounge, as more than 150 customer representatives work on-site in the new EDC. The building is expected to open for operation in early 2013.

Structural assembly of the first Airbus A350 XWB aft fuselage destined for the first flying A350 XWB (MSN1) has been completed at the Airbus manufacturing site in Hamburg (Germany). The fuselage section will now undergo its secondary interior structural assembly and system installation before being delivered to the final assembly line in Toulouse, France. (Photo Airbus)



Simulator manufacturer CAE has announced that it will install an ATR 42/ATR 72 full-flight simulator (FFS) at its commercial aviation training centre in Bangalore, India. It will be ready for training in the summer of 2012. The unit, which is modelled on the ATR 72-500 and ATR 42-300, will be relocated from its training centre in Brussels, Belgium.

Norwegian Air Shuttle has become the newest Boeing GoldCare customer, with a 12-year agreement that covers the airline's future 787 Dreamliner fleet. Norwegian has three 787-8s on firm order, with commitments to lease three more. It has selected GoldCare Enterprise, which encompasses the complete parts, engineering, and maintenance solution. It is also the first customer to select the line maintenance option through the GoldCare MRO network, in which Boeing manages scheduled and minor maintenance conducted overnight between flights.

MRO provider Ameco Beijing is increasing the capabilities for its business jet completion and modification services. It will cover all processes from design and engineering certification to full installation while the work carried out would cover all modifications. Currently, the company mainly offers maintenance services to Air China, plus government and special mission aircraft.

Ron Kuhlmann reports on the impressive growth of low-cost carrier Cebu Pacific Air and its latest plans to expand services into the long-haul arena.



Cebu Pacific Air

One of Cebu Pacific Air's fleet of ten Airbus A319-111s, this example, RP-C3190 (c/n 2586), was acquired in October 2005. (Airteamimages.com/Bailey)

In 1996, there were few low-cost airlines operating outside the US. Ryanair and easyJet were just beginning to establish themselves, AirAsia was still a germ of an idea and, even in the US, Southwest Airlines was still flying 'under the radar' of the legacy carriers. These pioneers were joined that year by Cebu Pacific Air, a new budget operator in the Philippines – a market with a long history of start-ups as well as a large number of airline failures. It started services using ageing Douglas

DC-9s acquired from Garuda Indonesia, competing head to head with national carrier Philippine Airlines (PAL) on its most-travelled trunk routes.

Perfect timing

Cebu Pacific Air was officially established in August 1988, but it wasn't until March 1996 that its first services were launched. During that eight-year gap the company was acquired by JG Summit Holdings, owned by John Gokongwei, a Chinese

Filipino businessman with interests in telecommunications, financial services, petrochemicals, power generation, aviation and live stock farming. He is also reported to be the third richest entrepreneur in the Philippines. The airline temporarily ceased flying in February 1998 after being grounded by the government following the loss of DC-9-32, RP-C1507 (c/n 47069). The jet crashed on the slopes of Mount Sumagaya while flying from Manila to Cagayan de Oro, with the loss of all 104

Cebu Pacific Air launched its first services on March 8, 1996 using several Douglas DC-9-32s. Eventually it operated 18 of the type including this example, RP-C1546 (c/n 48133), which clearly shows the airline's early livery. (Airteamimages.com/Bailey)





**"IT IS AN
INDICTMENT OF
REGULATORS WHO
ARE ILL-EQUIPPED
TO ENSURE AND
MONITOR GLOBAL
STANDARDS IN THE
PHILIPPINES."**

President and CEO Lance Gokongwei.

A PHILIPPINE SUCCESS

people on board. Flights resumed later the next month following re-certification of Cebu's aircraft.

The airline benefited from the aviation liberalisation policies enacted in the Philippines by President Fidel Ramos during the 1990s. As the market was opened up, the carrier's owners tried to take control of PAL. Failing in their bid, more DC-9s were acquired and three Boeing 757s leased, laying the foundation that led to the company become the nation's largest carrier.

In September 2004, it began a fleet renewal programme, signing a contract for the purchase of twelve 150-seat Airbus A319s; it also agreed to lease two A320s, all of which would replace the carrier's DC-9s and 757s. Cebu's President and CEO, Lance Gokongwei (who took control of the Gokongwei empire from his father, John), said: "After several months of careful and prudent study, we finally decided to re-fleet using Airbus products because of the long-term benefits to us in terms of economy and operations."

One of three leased Boeing 757-200s that Cebu Pacific introduced into its fleet during 2002. This example, RP-C2716 (c/n 25597), remained with the carrier until January 2006 when it was returned to lessor Wells Fargo Bank Northwest (WFBN). (Airteamimages.com/Bailey)

In March 2007 it returned to Airbus and placed an order for ten A320s plus five options as well as five purchase rights. Two years later it increased its firm orders for the A320 to 15 followed by a further seven placed in April 2010, increasing its commitments for the A320 to 31.

In May 2007, the airline announced a contract to purchase six ATR 72-500s plus options on eight more in a deal valued at \$250 million. Seven months later it converted four of the eight outstanding options into firm orders while also taking options on four more aircraft. The ATR 72s were delivered during 2008 and 2009 and are used to serve cities where runways are too short to accommodate its larger jets.

At last year's Paris Air Show, the company announced it was acquiring 30 A321neos. The contract, confirmed on August 8, brings the carrier's total commitments for Airbus airliners to 71, of which 30 have already been delivered. "The A321neo will enable us to increase capacity on our key routes while benefiting from the lowest operating costs of any aircraft in this size

>>





Right • Air-to-air image of Cebu Pacific Air's first Airbus A320-214, RP-C3240 (c/n 2419), captured during a pre-delivery test flight. (Airbus)

Left • Cebu Pacific Air's international route network. (Cebu Pacific Air)

category," he said.

With a growing fleet and expanding network of domestic and international destinations, Cebu Pacific has become the Philippines' largest airline in terms of passengers carried; and since 2008 it has also been profitable. Most of its international flights are flown overnight. This allows the aircraft to fly domestic services during the day – important in the Philippines, which has a number of 'daylight only' airports. Due to this rotation pattern, the airline has 13.6 hours per day utilisation on its Airbus fleet, one of the highest for the type.

All of this might imply an unimpeded upward climb for the carrier as it continues to grow. But, like many airlines across the globe, there are some significant challenges ahead.

The first of these are the ongoing restrictions against Filipino airlines operating to the US. In January 2008 the Federal Aviation Administration (FAA) downgraded the Philippines to Category 2 when it believed the Civil Aviation Authority had failed to comply with International Civil Aviation

CEBU PACIFIC AIR CURRENT FLEET LIST - 5/3/CEB			
Type	In Service	On Order	Out of Service
Airbus A319-111	10	-	-
Airbus A320-214	20	11	-
Airbus A321neo	-	30	-
Airbus A330-300	-	4	-
ATR 72-500	9	-	-
Boeing 757	-	-	3
Douglas DC-9-31	-	-	4
Douglas DC-9-32	-	-	15
TOTAL	39	45	22

Bottom left • A busy airport scene as passengers disembark from a Cebu Pacific Air Airbus A320-214, RP-C3260 (c/n 4447), as it is turned around ready for its return service. (Ron Kuhlmann)

Aboard one of the carrier's Airbus aircraft. On the rear wall is the cartoon character Ceb, Cebu Pacific Air's official mascot. (Cebu Pacific Air)



Organisation's (ICAO) safety standards. The downgrade stops the national carrier, Philippine Airlines from launching new services or changing aircraft types on existing routes, it also stops new carriers from introducing services to the US. Meanwhile, on March 30, 2010 the European Union instigated its own ban. Lance Gokongwei sees these problems as an "indictment of regulators who are ill-equipped to ensure and monitor global standards in the Philippines". While the restrictions have a far greater affect on PAL, which is unable to deploy its new 777s on routes to the US, Cebu Pacific is also experiencing difficulties. He notes that other aviation authorities follow the US and European regulators' example and apply similar restrictions – like the Japanese Aeronautic Association, which has curbed the carrier's expansion plans to Japanese cities. The US restrictions also make it impossible for it to fly to either Guam or Saipan, both of which would be added to its network should the restrictions be lifted. Both PAL and Cebu Pacific have lobbied the Philippine Government over the situation and there's renewed hope they may be lifted some time during 2012.

Asian carriers are currently driving a demand for pilots that's outstripping supply in these rapidly expanding markets. Cebu Pacific has the only Airbus simulators in the nation, and pilot 'poaching' is an increasing problem. However, Lance Gokongwei said the company had taken measures to reduce the number of pilots leaving for other airlines – including adjusting remuneration, upgrading and hastening training for pilots converting from its ATRs onto the Airbus fleet, and increasing the intake of trainees to allow for some 'defections' without adversely affecting operational requirements. While these new measures are being effected the company has also hired contract pilots from abroad to fill any staffing gaps.

When asked about the pending threat posed by AirAsia Philippines, a new start-up low-cost carrier which is owned by



Cebu Pacific Air's colourful yellow branding is extended to its check-in area in Terminal 3 at Manila's Ninoy Aquino International Airport. (Ron Kuhlmann)

Below • Cebu Pacific Air's first ATR 72-500, RP-C7250 (c/n 779), seen here landing at Manila International Airport following a regional flight. The carrier's ATR 72s were delivered during 2008/09 and are used to serve cities where runways are too short to accommodate its Airbus fleet. (Airteamimages.com/Bailey)

Tony Fernandes (40%) of AirAsia fame and a group of Filipino businessmen which will launch its first services at the end of March 2012, Gokongwei said: "We remain confident that our product and hub at Manila's Ninoy Aquino International Airport will be sufficient to thwart any major challenge." Clark

International Airport (a former US military facility), AirAsia Philippine's hub, is located 56 miles (90km), a three-hour drive, from Metro Manila, which will deter many travellers. And Cebu Pacific has established its own network of services from Clark as an additional buffer to any such challenge. At present, its operations there are not profitable, but Gokongwei believes such 'flag planting' is a wise strategy.

Cebu Pacific's main base is located at Ninoy Aquino International Airport (NAIA), a facility that hasn't attracted much positive publicity. The main international Terminal, T1, when compared to similar structures in other Asian countries, consistently ranks at the bottom of surveys, with criticisms of limited and outdated facilities, poor passengers comfort and capacity issues. Terminal 2 is reserved for PAL services while Terminal 3, from which Cebu

Pacific flies, is the newest and largest terminal. When construction started on the terminal in 1997 it became one of the most controversial projects in the Philippines, with the government becoming embroiled in legal battles, red-tape and arbitration cases as well as technical and safety concerns which delayed its opening on several occasions. It took more than ten years to finally complete, with Cebu Pacific moving in during mid-2008. Benefiting from a modern state-of-the-art terminal, the airline now has a highly desirable base for its operations.

Today, NAIA has capacity issues – what Lance Gokongwei calls "runway utilisation problems" – and no new slots can be scheduled between the prime flying hours of 07:00 and 17:00. This is another reason why Cebu Pacific has chosen to fly most of its international services overnight, allowing maximum use of its daytime slots for domestic rotations. Several projects under way will expand the hourly operations >>

"THIS LIMITATION IS ANOTHER REASON WHY CEBU PACIFIC HAS CHOSEN TO FLY MOST OF ITS INTERNATIONAL SERVICES OVERNIGHT, ALLOWING MAXIMUM USE OF ITS DAYTIME SLOTS FOR DOMESTIC ROTATIONS."





from the present 40 to 60, such as the construction of high-speed exit taxiways and improvements to navigation systems to reduce aircraft separation distances. Currently, 17% of the airport's capacity is taken up by general aviation, and the airport is looking at ways to reduce this in a bid to free-up more slots.

Filipinos Take to the Air

The domestic market is growing fast in the Philippines. In 2005, it recorded seven million passengers; six years later there were 20 million. A recent survey found that the airline had 100% brand recognition in the Philippines. Business travellers represent an expanding customer group, but the carrier has been reluctant to establish special recognition programmes for this segment. While it does have some credit programmes in place, the company believes its product already delivers the kind of value business travellers demand and appreciate. In terms of other revenue sources, in 2010 Cebu Pacific's ancillary revenue accounted for 8% of the total revenue generated and was growing at a rate in excess of 10% per year. Cargo (despite the airline having no dedicated freighter aircraft) returned a respectable 7% of the total revenue; and despite size limitations, it has 46% of the domestic cargo market.

The Philippines occupies an interesting



A warm and friendly welcome aboard Cebu Pacific Air's flights is guaranteed. The airline has become famous for its novel presentation of onboard safety procedures, which has appeared on several popular social media sites. (Cebu Pacific Air)

geographical position in global aviation. For passengers travelling from Europe, it's the end of the line, ill-suited for connections to locations other than those in the Philippines. Historically, long-haul traffic has used Hong Kong or Taipei, and Gokongwei jokingly noting that his country's 'real' national flag carrier was probably Cathay Pacific Airways. In the past decade, the Philippines' links to Europe have been increasing due to Gulf airlines adding Manila to their expanding networks.

Long-haul Aspirations

Cebu Pacific, despite persistent rumours, has regularly dismissed claims that it has intercontinental aspirations, saying that growth will be constrained

"DESPITE EARLIER DENIALS, THE AIRLINE RECENTLY ANNOUNCED ITS INTENTIONS TO LAUNCH LOW-COST LONG-HAUL FLIGHTS WITH A FLEET OF UP TO EIGHT A330-300S."

by the range of its Airbus fleet. At the same time, Gokongwei notes that there are large Filipino expatriate communities working abroad – some ten million workers with disposable incomes that allow them to visit home regularly, and a potential market ideal for "point-to-point services with lots of Filipinos at both ends". Despite earlier denials, the airline recently announced its intention to launch low-cost long-haul flights with a fleet of up to eight A330-300s. It signed an agreement with CIT Aerospace in February 2012 for the lease of four Rolls-Royce Trent 772B-powered A330-300s for delivery from 2013. Citing the company's successful growth, both domestically and regionally, Gokongwei said that Cebu Pacific now seeks to do the same for



long-haul traffic – offering the lowest fares possible and driving a significant increase on demand for air travel to regions outside Asia – adding: “This is truly an exciting time for everyone at the airline.”

While entering into intercontinental services might seem little more than an expansion of Cebu Pacific’s current business model, the realities of long-haul operations differ considerably from the challenges it’s encountered to date. As yet, the carrier hasn’t released any specific details of planned routes, service levels or fares, but it faces an uphill struggle. For example, the rising cost

of fuel may push ticket prices higher than anticipated and that could affect demand for seats. AirAsia X decided to stop flying to Europe because of new fees and taxes (including the Emissions Trading Scheme), charges that would also be applicable to Cebu Pacific if it chose to fly here. Moreover, service start-ups are dependent on the approval of both US and European regulatory authorities reappraising the status of aviation in the Philippines. Meanwhile, Gulf-based carriers have spent years building a connecting market to a wide array of destinations in Europe and the Middle East, a position they are

unlikely to concede without a fight. The obstacles Cebu Pacific faces are not insurmountable, but represent more of a challenge than anything it’s faced before.

Gokongwei believes the carrier will continue to grow – and do so profitably. As with many airlines using the low-cost carrier (LCC) business model, the goal is not to be big for its own sake, nor expand the number of services to become the largest carrier in the market. Rather, profitability and fiscal responsibility have been crucial to the airline’s progress so far: whether that successful formula can be extended to the new intercontinental network is yet to be seen. **W**

Top • Departing Toulouse on a pre-delivery test flight is this Cebu Pacific Air Airbus A320-214, F-WWVB (c/n 3272). The aircraft was handed over to the airline in October 2007 and re-registered as RP-C3244. (Key – Tony Dixon)

Artist’s impression of how Cebu Pacific Air’s first long-range airliner, the Airbus A330-300, will look when the first of four examples arrives in 2013. (Airbus)



High Level, a long-established photographic company, was recently commissioned to take some air-to-ground images in and around the UK's busiest airport.

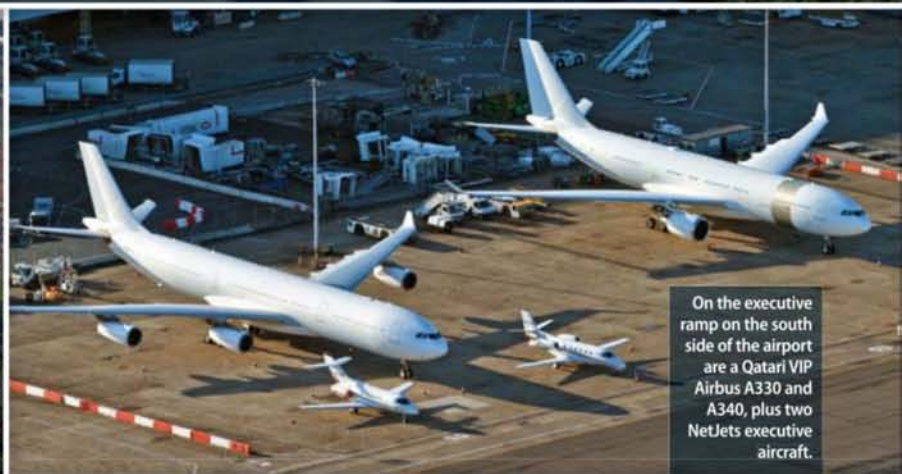


A British Airways' Boeing 747-400 touches down on Runway 27 Left. (All images www.highlevel.co.uk unless stated)

'View from Above' **London/Heathrow**



Alastair Gardiner was fortunate to get this shot of the whole airport while transiting over Heathrow at medium level.



On the executive ramp on the south side of the airport are a Qatari VIP Airbus A330 and A340, plus two NetJets executive aircraft.



Casting a giant shadow on very short finals to Runway 27 Right is Emirates Airline's Airbus A380, A6-EDT (c/n 090).



Delta Air Lines Boeing 767-432ER, N841MH (c/n 29714), on short finals to Runway 27L. The aircraft carries 'Relay for Life' titles promoting the American Cancer Society.



Taxiing out for departure is this Embraer 195LR, SP-LNC (c/n 0462), of Polskie Linie Lotnicze – LOT, the national carrier of Poland.



Royal Brunei Airlines now operates its new Boeing 777-212ERs into London/Heathrow – including V8-BLC (c/n 28524).



A British Midland International - bmi Airbus A330s awaits its next load of passengers. The carrier is soon to be taken over by IAG.



Still under construction, the main building of the new Terminal 2 has recently been 'topped out' – see *Europe News* last month.



American Airlines' Boeing 777-223ER, N787AL (c/n 30010) moves slowly towards the front of the departure queue for Runway 27L.



Air New Zealand's daily Boeing 777-300 flight being towed from a remote parking stand to the departure gate.



A Singapore Airlines' Airbus A380 takes off over the satellite terminal (5B) of Heathrow's Terminal 5.



Turkish Airlines' Boeing 777-300ER, TC-JJL (c/n 40793), parked at Pier 6 of Terminal 3.



American Airlines is one of the main users of Terminal 3. The new air traffic control tower has a commanding view of the area.

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Loganair at

Gerry Sweet reviews the development of Scotland's airline as it celebrates its golden anniversary, from the early days of transporting construction workers between sites to the integrated network of services it operates today.

This year marks the 50th anniversary of the creation of Loganair – the longest continuously operating airline in the British Isles. Although its ownership has changed several times, the carrier has retained its unique individuality, with the same callsign, 'LOGAN' since 1962. The company brought scheduled air services to the islands of the Orkney,

Shetland and Western Isles and for many years was also responsible for providing aircraft for the Scottish Air Ambulance Service.

Genesis of an Airline

Loganair was founded in February 1962, when Duncan Logan (Contractors) Limited, run by Willie Logan (Duncan's son) started operations using a single

A pair of Loganair Saab 340Bs, G-LGNN and G-LGNA, bask in the late evening sunshine at Sumburgh Airport after another busy day. (Airteamimages.com/Martin Third)

five-seat Piper PA-23 Aztec, G-ARMH (c/n 27-443). The aircraft was flown by former World War Two pilot Duncan McIntosh, who later became the company's Managing Director. Its role during these early days was to fly the company's executives and key workers between sites, from its base at Glasgow's Renfrew Airport. A second Aztec, G-ASER (c/n 27-2283), was acquired in

**"IT ALSO AIR-DROPPED SUPPLIES
ONTO THE ATLANTIC RADAR
STATION ON ST KILDA, WHERE
THERE WAS NO AIRSTRIIP."**



1963, as well as a Piper PA 22 Tri-Pacer, the latter being leased out for aerial photography and media work.

The second Aztec started being used for outside work, such as delivering newspapers to Stornoway on the Isle of Lewis. It also air-dropped supplies onto the Atlantic radar station on St Kilda, where there was no airstrip. The Stornoway run also enabled the Aztecs to be hired on the return trip by businessmen wishing to visit Edinburgh or Belfast. Later, Loganair was licenced to carry 15 passengers per week from Stornoway to Glasgow, via Benbecula, using the two Aztecs and a pair of Cherokees. All of this was achieved in spite of objections from British European Airways (BEA), which also operated scheduled services from here.

Start of Scheduled Services

The first scheduled flights flown by Loganair were from Dundee/Riverside to Edinburgh starting in October 1963. In

The first production Britten-Norman BN-2 Islander, G-ATWU, was leased to Loganair in July 1967, but was returned to the manufacturer for display at the Farnborough Airshow. It is pictured here flying in formation with the prototype, G-ATCT. (Britten-Norman Historians)



fact, the airline was the first to operate from the new facility, which had been built on land reclaimed from the Firth of Tay River, and soon began promoting the idea that other major Scottish towns should have their own airports. A new airstrip was constructed on the Isle of Mull by the Corps of Royal Engineers,

under the OPMAC (Operation Military Aide to the Community) scheme, which enabled the launch of summer services from Glasgow to Oban and Mull in 1964. Loganair became a limited company in 1966, and its work for Duncan Logan (Contractors) started to decline.

Plans were made to revive the

>>

One of two Embraer Emb.110 Bandeirantes that Loganair operated. Here G-BIBE (c/n 110288) awaits its next load of passengers at Coventry Airport in May 1982. (Airteamimages.com/Keith Blincow)





Departing Edinburgh Airport is Loganair's Britten-Norman BN-2 Islander, G-BOMG. The aircraft crashed on approach to Campbeltown on March 15, 2005 while operating for the Scottish Ambulance Service. (Airteamimages.com/ Derek Pedley)

Loganair leased this Fokker F27-200 Friendship, G-BMAP (c/n 10302) from its parent company, British Midland from May 1986 until January 1998. (Airteamimages.com/ Keith Blincow)

Orkneys' internal air link, previously flown by Highland Airways before the war. Critical to the development of this service was the new, eight-seat, Britten-Norman BN-2 Islander, which was ideally suited to the short rough landing strips it would be flying from. Loganair's management had been in discussions with the manufacturer since the concept of the Islander had been initially mooted and the first production example, G-ATWU, was delivered to the carrier in July 1966. It was used for crew training and route trials before being returned to Britten-Norman for further testing and an appearance at that year's Farnborough Airshow. Its replacement, G-AVKC, arrived in August

that year to inaugurate the Orkney link. Loganair was so pleased by the rugged little aeroplane's performance that it went on to acquire 21 examples of the type. Several new airstrips had to be prepared on the Orkney Isles, to join those already operational on Sanday and North Ronaldsay. The carrier launched services initially from Kirkwall linking

"HOWEVER, SINCE THIS IS ONLY POSSIBLE AT LOW TIDE, FLIGHT SCHEDULES ARE STATED AS 'SUBJECT TO TIDES!'"

the islands of Stronsay, Sanday, North Ronaldsay, Papa Westray and Westray. The flight time between the latter two islands was, and still is, the shortest in the world; taking only two minutes.

In 1968, the share capital of Loganair was acquired by the Royal Bank of Scotland (RBS) which viewed the airline as a growing and profitable enterprise, as well as a company that could play a part in its internal communications. Within a week of the takeover, a previously ordered aircraft, a nine-seat Beech E18S, was delivered and immediately put to use on the Stornoway-Glasgow route. The E18's greater comfort and range was an advantage for the airline's first international service in 1969, flying from Glasgow to Stavanger, Norway via Aberdeen. Also that year, a Short SC 7 Skyvan, the first of its kind to be acquired by any British operator, was introduced on the Stavanger rotation, offering additional capacity with its 18 seats or the capability to carry 4,000lb (1,815kg) of cargo. Unfortunately, the route quickly lost money and was discontinued a year later.

Shetland Services

Following the success of its links in the Orkneys, the airline took steps in 1968 to establish a similar network on Shetland. The first route was from Sumburgh to the most northerly island of Unst where the Royal Engineers had constructed another airstrip. However, a central hub was needed so a runway was constructed at Tingwall, close to Lerwick, the capital of Shetland. Further destinations were added to the network with Feltar in May 1972, then Whalsay in the autumn, although Fair Isle was not added to the network until 1976 due to problems with subsidies from the Shetland Council. Scatsa, 24 miles (39km) northwest of Lerwick, was added in 1978, but the service only lasted a year as the facility became focused on serving the off-shore



LOGANAIR'S CURRENT FLEET LC/LOG

Type	Reg	C/n	Pre Idt	Pax	Notes
BN-2A-23 Islander	G-BLDV	2179	D-INEY	Y8	Highland Park-cs
	G-BPCA	2198	G-BLNX	Y8	Highland Park-cs
DHC-6-300 Twin Otter	G-BVVK	666	LN-BEZ	Y18	Isf AeroCentury
DHC-6-310 Twin Otter	G-BZFP	696	C-GGNF	Y18	Isf Rocky Mountain Aircraft
Saab 340A (QC)	G-GNTB	340A-082	HB-AHL	Freighter	cvtd 340A
	G-GNTF	340A-113	HB-AHO	Freighter	Flybe-cs/cvtd 340A
Saab 340B	G-LGNA	340B-199	N592MA	Y34	Flybe-cs, Isf Lagavulin Leasing
	G-LGNB	340B-216	N595MA	Y34	Flybe-cs
	G-LGNC	340B-318	F-GTSF	Y34	Flybe-cs, Isf Finans Skandic AB
	G-LGND	340B-169	G-GNTH	Y34	Flybe-cs, Isf Lagavulin Leasing
	G-LGNE	340B-172	G-GNTI	Y34	Flybe-cs, Isf Lagavulin Leasing
	G-LGNF	340B-192	N192JE	Y34	Flybe-cs, Isf Lagavulin Leasing
	G-LGNG	340B-327	SE-C27	Y34	Flybe-cs, Isf SAAB
	G-LGNH	340B-333	VH-XDA	Y34	Flybe-cs
	G-LGNI	340B-160	ER-SGC	Y34	Flybe-cs
	G-LGNJ	340B-173	F-GPKD	Y34	Flybe-cs
	G-LGNK	340B-185	F-GPKG	Y34	Flybe-cs
	G-LGNL	340B-246	SE-G46	Y34	Flybe-cs
	G-LGNM	340B-187	SE-F87	Y34	Flybe-cs
	G-LGNN	340B-197	SE-F97	Y33	Flybe-cs
Dornier 328-110	G-BWIR	3023	N328DA	Y31	Suckling Airways, opf Aer Arann
	G-BWWT	3022	D-CDXO	Y31	Suckling Airways, Flybe-cs
	G-BYHG	3098	D-CDAE	Y31	Suckling Airways
	G-BYMK	3062	LN-ASK	Y31	Suckling Airways, CityJet-cs, Isf 328 Support Services GmbH
	G-BZOG	3088	F-GNPR	Y32	Suckling Airways Isf Millennium Leasing Co. opf Blue Islands
	G-CCGS	3101	D-CPRX	Y32	Suckling Airways, Isf 328 Support Services GmbH, Isf Aer Arann

Top right • Loganair acquired eight Britten-Norman BN-2A Mk III Trislanders to increase capacity, the first of which was delivered in 1973. This example, G-BDOM, was delivered in 1976. (Ian Hutchison)

Above right • On display at the 1979 Paris Airshow is Short 330, G-BGNA (c/n SH3029); it was delivered to Loganair shortly after the show finished. (Gerry Sweet)

In 1977 Loganair acquired its first de Havilland Canada DHC-6 Twin Otter and eventually purchased or leased 14 more examples. (Airtasimages.com/Richard Hunt)



oil and gas industry (see *Airliner World*, February 2012, pg 36-40) and there was little demand for scheduled passenger services. The introduction of specific oil and gas industry charter flights at Sumburgh also resulted in the carrier withdrawing from here in 1980 and the base for its operations then became Lerwick and the new Tingwall airport.

The 1970s and early 1980s saw the Orkney and Shetland services becoming Loganair's main growth areas, while over to the west, the Isle of Skye was added to the network, thanks once again to the Royal Engineers, who constructed a new airstrip at Breakish, to connect with

Glasgow. In 1973 the carrier introduced the 17-seat Britten Norman BN-2A Mk III Trislander, the three-engined stretched variant of the original Islander. It purchased eight examples over the next four years, replacing some of the Islanders in its fleet.

In 1977, the first de Havilland Canada DHC-6 Twin Otter, G-BELS (c/n 530), was acquired, and eventually the carrier would purchase or lease 14 of the type. It can carry 20 passengers in greater comfort and offered a similar short take-off capability as that of its Islanders and Trislanders, and it became the backbone of the company's expanding oil and gas

support business.

Loganair had been partially involved with the Scottish Ambulance Service since 1967, when one of its Aztecs made its first emergency flight. Six years later it was awarded a full contract to operate emergency evacuation flights on behalf of the Service; these had been previously covered by BEA.

The company based dedicated Islanders at Glasgow to cover the Outer Hebridean islands, at Kirkwall for the Orkneys and Lerwick for covering the Shetland Isles. It held the contract for 33 years until 2006 when it was transferred to Gama Aviation and Hebridean Air Services. >>

This Short 360, G-BMLC (c/n SH3688), was leased by Loganair from British Midland Airways in April 1986 and remained with the carrier until March 1996 when it was sold to Lynne Financing Ltd. (Nik French)



In the late 1980s Loganair began upgrading its fleet with British Aerospace Jetstream 31s, including G-LOGU (c/n 720), seen here parked at East Midlands Airport. (Airteamimages.com/Carl Ford)



Route Expansion

In 1975, a British Airways (BA) rationalisation programme allowed Loganair to acquire the national carrier's 'thin' Highlands and Islands routes. This included the regular link from Glasgow to the tiny island of Tiree, which is located south of Skye, plus the link to Barra at the southern end of the Hebrides. With an Islander based at Stornoway, a new inter-island rotation linking the Hebridean Islands was inaugurated in 1975. The

island of Barra has no airstrip, but the beach provides a hard enough surface for landings and take-offs. However, this is only possible at low tide. Gradually, BA relinquished more routes to Loganair including Wick to Kirkwall in 1976 and then rotations west from Glasgow to Campbeltown, with Islay following in 1977. At the end of the decade it launched a Translink service on behalf of the Scottish Airports Authority, connecting transatlantic passengers from Aberdeen and Edinburgh to Prestwick using the 30-seat Short 330.

By the start of the 1980s, business flights were a significantly increasing portion of the company's trade; it took over the Edinburgh-Belfast rotation from BA, as well as a large percentage of BA's Glasgow to Belfast and Londonderry flights. To meet increasing demand for capacity, two 18-seat Embraer Emb.110 Bandeirantes were added to the fleet as the aircraft's long range and speed made them ideally suited to the oil and gas industry requirements. Loganair's first inroad into the English market came in 1981, when it launched a service between Belfast and Blackpool, which was followed by the takeover of BA's Edinburgh to Manchester rotation a year later. Both new links were initially flown using SD330s, but these were later replaced by the larger, 36-seat SD360. In total, BA transferred 17 routes to Loganair as it tried to put its own business on a firmer financial footing.

During its 50-year evolution, Loganair has won many contracts from Scottish based oil companies, starting with Shell in 1973. Other companies it has forged partnerships with include: Conoco, Union, Sun, Total, Burmah, Elf and BNOB, but its largest contract was with Chevron, signed in 1979, which used six Twin Otters flying in and out of Aberdeen to Unst on Shetland. Loganair eventually built a new hangar and office block at Aberdeen's Dyce Airport to cater for the increasing traffic. Unfortunately, two years later it lost the contract to Brymon Airways, when Chevron required more capacity on its flights; Brymon already operated the larger 50-seat de Havilland Canada Dash 7.

In 2008, Loganair forged a new franchise agreement with Flybe. Here one of its Twin Otters has been repainted in the carrier's livery. (Airteamimages.com/Europix)





Financial Difficulties

In December 1982 Loganair's Managing Director Duncan McIntosh retired after 20 years of running the company. His position was taken over by the Finance Director, Scott Grier, who continues to run the airline today as its Chief Executive. The early 1980s were not particularly successful for the carrier with financial losses in 1980 and 1981, partly caused by continual fleet updates, but also by the loss of the Chevron Oil contract resulting in under-utilisation of its Twin Otters. To avoid being saddled with even greater debts, RBS sold 75% of its interests in Loganair to the British Midland Group in September 1983, which took a controlling interest, while Scott Grier acquired the remaining 25% stake.

A Fokker F27 Friendship 100, capable of carrying 40 passengers was leased from British Midland to help with the Manchester-Edinburgh rotations and with this addition the carrier's fleet had grown to 16, consisting of single examples of the SD330, SD360 and the F27, a pair of Bandeirantes, five Twin Otters and



six Islanders. The F27 suffered a landing accident in 1984, leading to the temporary lease of a 70-seat Vickers Viscount from British Air Ferries – the largest aircraft so far operated by Loganair. A further F27, a Series 200, was leased in 1986.

Now flying on a wave of optimism, Loganair entered the jet market acquiring two British Aerospace 146 'Whisper Jets' to improve passenger comfort on its expanding network, which now also included Southampton, the Channel Islands and mainland Europe. With the

further acquisition of Jetstream 31s and 41s in the late 1980s, it became the second busiest airline at Manchester and the main carrier at Belfast City Airport, while also securing new contracts with the Post Office for the delivery of mail and Datapost.

Unfortunately, all good things come to an end, and in 1994 a reorganisation of British Midland included the transfer of Loganair's cross border and Scottish domestic services and associated aircraft to Manx Airlines (Europe). Manx was >>

Above • This Loganair British Aerospace ATP, G-LOGA (c/n 2040), is one of ten the airline acquired, the majority of which moved on to Manx Airlines (Europe) under a reorganisation by British Midland at the end of 1994. This also included the carrier's cross border and Scottish domestic services. (Airteamimages.com/Keith Blincow)

Above left • Loganair acquired a total of five 29-seat British Aerospace Jetstream 41s. This is G-LOGK (c/n 41007) taxiing at Birmingham International Airport in April 1993. (Airteamimages.com/Keith Blincow)



The 34-seat Saab 340B now forms the backbone of Loganair's fleet with the carrier operating 14 of the type, all of which wear the livery of the parent company, Flybe. It also flies two Saab 340A QC (Quick Change) aircraft in the freighter role. (Airteamimages.com/Derek Pedley)



already a BA franchisee, flying under the British Airways Express branding, and the move significantly curtailed Loganair's route network. However, during this period of uncertainty and upheaval it forged a new working relationship with BA for its remaining routes (which were still owned by British Midland), becoming its second franchisee and adopting the BA Express livery. Both Loganair and Manx Airlines became part of British Regional Airlines (BRA) in 1996.

Fresh start

In 1997, the route network and operations remaining under Loganair's control were the subject of a management buy-out led by CEO, Scott Grier. This signalled a new start for the company and with its surviving aircraft, a single Twin Otter and five Islanders, it focused once again on serving the communities in the Orkney, Shetland and Western Isles. In 2004, it acquired a tranche of routes from BA City Express, created from BA's acquisition of Brymon Airways in 2001. This coincided with the

Above - In 1988 Loganair entered the jet market, acquiring its first British Aerospace 146-200, G-OLCA (c/n E2099), captured here on approach to Manchester Airport. It was joined by a second example, G-OLCB (c/n E2103) a year later, but both were sold by May 1992. (Airteamimages.com/Keith Blincow)

cancellation of part of its BA franchise covering its Scottish Islands operations, as the national carrier's strategy was changing under the rule of its new CEO, Willie Walsh. However, the routes it did acquire included Glasgow to Stornoway, Benbecula, Belfast, Ronaldsway (Isle of Man) as well as Aberdeen to Shetland and Edinburgh to Belfast.

In 2008, Loganair forged a franchise agreement with Flybe, Europe's largest regional carrier, and it now benefits from its new partner's financial strength and brand name, which now covers the Scottish Islands. Loganair's long term association with BA has continued as well, following the signature of a code sharing agreement that has Loganair's flight marketed as connecting BA flights to London and beyond. Under this agreement the airline has also returned to Dundee - 50 years after it started operations from there. Today,

Below - Loganair acquired Suckling Airways in July 2011. The first of the carrier's Dornier 328-100 turboprops has recently received a Flybe livery. (Ashley French)

the airline's fleet has grown to 20 aircraft consisting of 14 Saab 340s, two 340As, plus a pair of Twin Otters and Islanders. To commemorate the carrier's 50th anniversary, the company's fleet of aircraft are now carrying the new 'Serving Scotland for 50 years - 1962 to 2012' logo, which features a Saltire and the Loganair name.

The airline announced further expansion in July 2011, with the acquisition of the Cambridge-based charter airline, Suckling Airways - originally established by Roy and Merlyn Suckling in 1984 - which will continue to operate as a wholly-owned subsidiary, and trade as a separate company. The purchase of Suckling also sees a new type joining its fleet: the Dornier 328-100 turboprop, of which the carrier now has five examples with approval to land at London City Airport. **W/W**

"IN 2008, LOGANAIR FORGED A FRANCHISE AGREEMENT WITH FLYBE, EUROPE'S LARGEST REGIONAL CARRIER."

The author would like to thank Mr Ian Hutchison of Kea Publishing for providing the historical background to this article.



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MAY 2012

Possibly the best example of promoting airline liveries is this Boeing 777-319(ER), ZK-OKQ (c/n 40689) of Air New Zealand, painted in the 'All Blacks' livery.

Photo - Mehdi Nazarinia





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'PAINTING PLANES'

The Story of Airline Liveries

Lucy Budd reveals how airlines' colour schemes have evolved.

The distinctive colours and designs that adorn the world's commercial aircraft fleets include the familiar expressions of individual airlines' brands and corporate identities. For example, Air Canada is synonymous with its red maple leaf, Qantas with its leaping kangaroo and easyJet with its bright orange wordmark. Some airlines, particularly low-cost operators, have

courted controversy with their daring, innovative and occasionally humorous designs. South African low-cost operator Kulula, for instance, painted the exterior of its Boeing 737-86N, ZS-ZWP (c/n 28612), in an 'instructional' lime-green livery featuring arrows and light-hearted descriptions of key components of the airframe such as 'Engine #1, 28,000lb of thrust', 'black box (which is actually

Aircraft in special colours don't have to be large airliners. This de Havilland Canada DHC-3 Otter of Canadian carrier Harbour Air proudly displays the maple leaf national symbol.



Manchester United football club has a strong following in the Far East, leading AirAsia to paint one of its Airbus A320 in these colours.



orange)' and 'too (or mile-high club initiation chamber)'. Other carriers, including some full-service operators, have also experimented with innovative colour schemes – sometimes with varying degrees of success.

As recent rebranding exercises have shown, passengers, airline employees and the general public hold strong opinions about what constitutes an appropriate and acceptable livery. Get it wrong (as British Airways arguably did with its 'World Images' designs in 1997) and an airline risks alienating its customers, confusing its brand and, ultimately, suffering the consequences of a consumer backlash. Get it right, on the other hand, and an airline might well be praised for its fresh and original approach.

Early liveries

In the early days of commercial aviation, there were few airlines, little competition and no real incentive for carriers to visually differentiate their aircraft from those of other operators. As a consequence, the very earliest liveries usually featured little more than the airline's name and, hand-painted in large black letters on the wings and fuselage, the aircraft's registration markings.

Deutsche Luft Reederei, a forerunner of today's Lufthansa, began applying its >>



newly-designed logo of a soaring crane to aircraft from 1919. The choice of logo was, of course, significant. Birds invoke notions of flight and as cranes are particularly capable and reliable long-distance flyer. An image of a soaring example was a perfect choice for an airline seeking to spread its wings around the world.

The national carrier of the Netherlands, Koninklijke Luchtvaart Maatschappij, was also quick to devise a distinctive corporate identity. The airline's blue livery was based around its abbreviated title, KLM, and a depiction of a crown which symbolised the nation's monarchy and signified exclusivity. In France, aircraft belonging to Air Union were adorned with a winged seahorse logo which alluded to the carrier's flying-boat operations, while Imperial Airways of the United Kingdom adopted what was to become its iconic 'speedbird' logo in 1924. Significantly, all four of these symbols have survived subsequent takeovers and corporate rebranding exercises (albeit in revised forms) and continue to adorn the aircraft of today's Lufthansa, KLM, Air France and British Airways (BA) respectively. In the United States too, commercial airlines were developing distinctive visual identities that used particular colours, colour combinations and logos to convey key messages. American Airlines' use of red, white and blue, plus an eagle logo, for example, was a clear statement of national pride and patriotism.

Jet age liveries

The first generation of commercial jet aircraft, which included the de Havilland Comet, Boeing's 707, and Douglas' DC-8, were deemed to represent progress and airlines sought new liveries that would appeal to a new generation of travellers. However, the new aircraft presented a number of significant design challenges, including how to disguise the long and thin cylindrical metal fuselage (which was believed to unnerve some passengers) and make the airframes visually attractive.

Imperial Airways adopted its iconic 'Speedbird' logo in 1924 and this was later transferred to its successor British Overseas Airways Corporation. (Bob O'Brien Collection)

The convention of applying standardised and distinctive corporate liveries to aircraft began in 1919 when the forerunners of today's national carriers began operating regular commercial services. (All photos Key Collection unless stated)

The new jet aircraft were much faster and larger (in terms of passenger carrying ability) than the propeller-engined machines they replaced and their pressurised, all-metal fuselages were vulnerable to corrosion, dirt and the effects of high-altitude flight. To help protect the airframe, fuselages were covered in layers of special acrylic urethane or polyester urethane paint – and the colours and the visual complexity of liveries were restricted by the paints and painting techniques available at the time, as well as cost and operational considerations.

In addition to fulfilling a practical purpose in flight, there was also a commercial need for airlines to distinguish their aircraft from their competitors' and keep their aircraft looking clean and presentable when they were on the ground. To hide any dirt thrown up from wet or contaminated runways and taxiways – and to mask the sight of hydraulic leaks, fuel spills, de-icing fluid and soot from the engines and auxiliary power unit – many airlines painted the lower half or third of their fuselages in darker colours. The point at which the dark colour below met the



In recent times, it's not just the airline's colours that are displayed on the airframe, but also those of the Alliance that it belongs to.



Air Canada is synonymous with its red maple leaf, Qantas with its leaping kangaroo and easyJet with its bright orange wordmark

Logos featuring birds, native plants and animals are very common as are stylistic representations of national flags and icons that indicate movement, direction, speed, distance or space.

an end to 'the plain plane' in the mid-1960s and repainted their aircraft in 15 different single bright colours including orange, yellow, and turquoise. Another unconventional approach was adopted by UK-based charter airline, Court Line, which painted its aircraft either pink, pale yellow or tangerine. When BA's low-cost subsidiary, Go, was launched in 1998, the lower third of the fuselage of each of its B737-300s was painted in a different colour (which included bright purple, yellow, pink and orange), and individual phrases incorporating the airline's name (such as 'away we go', 'off we go' and 'go today') were written under the flightdeck windows. The trend for giving unique names and paint schemes to aircraft continues today. JetBlue of the United States, for example, paints the tailfins of each of its aircraft in different blue geometric designs and has



given them names such as 'Whole Lotta Blue' and 'Hopelessly Devoted to Blue'.

Logo jets

The development of airbrushing and decals in the later decades of the 20th century meant aircraft no longer had to be painted in solid blocks of colour. The ability to apply subtle gradations, highlights, taperings and other visual techniques made possible the reproduction of photographs and complex designs. In the mid-1990s, Colorado-based low-cost operator Western Pacific

Airlines transformed its aircraft into giant flying billboards. One of the airline's 'logo jets' carried a photograph of a Las Vegas showgirl while another depicted key characters from *The Simpsons* cartoon series. Elsewhere, three Southwest Airlines' 737s appeared in 'Shamu The Killer Whale' livery to promote Sea World parks in the United States; other airlines, including Ryanair, have also operated logo jets. Although full-service airlines rarely use their aircraft to promote third party companies in this way, some have applied special one-off paint schemes to a few aircraft in their fleet to celebrate sponsorship deals or to publicise major sporting or cultural events.

Etihad, for example, has painted an aircraft in the colours of UK football club Manchester City, while Turkish Airlines operated aircraft wearing the colours of rivals Manchester United. Air New Zealand has flown aircraft featuring decals depicting scenes from *The Lord of the Rings* movie trilogy (which was filmed in the country), and it's reported that a number of BA's aircraft will wear a special 'flying dove' livery during the London 2012 Olympics. In addition to these time-limited schemes, many full-service airlines have marked major anniversaries of their foundation by painting aircraft in liveries worn during the 1950s, 1960s and 1970s. These so-called 'retro-jets' allude to carriers' corporate histories and offer a nostalgic link to the past.

As the global airline industry becomes more competitive, the importance of having a strong and distinctive livery increases. Existing airlines will continually have to refresh their liveries to stay competitive while new carriers will have to devise innovative identities that appeal to customers. Yet, whatever the future holds, airline liveries will continue to be the subject of fascination, controversy and debate. **EW**

"AS THE GLOBAL AIRLINE INDUSTRY BECOMES MORE COMPETITIVE, THE IMPORTANCE OF HAVING A STRONG AND DISTINCTIVE LIVERY INCREASES."

American Airlines' use of red, white, and blue – and an eagle logo – was a clear statement of national pride and patriotism.





lighter colour above was often separated by a 'cheatline', a decorative single or multiple horizontal colour stripe applied to both sides of the fuselage. With the base colours chosen, airlines could then develop and apply distinctive typefaces, icons, symbols and other design features to the fuselage.

Contemporary liveries

For reasons of both cost and brand standardisation, most airlines apply a single livery to their entire aircraft fleet and employ a limited number of colours and a small range of basic motifs. Most liveries' base colour is white, and they typically feature only one or two more additional colours – blue and red being the most common. It's rare for a livery to use more than five basic colours. Logos featuring birds (Lufthansa, Sri Lankan and Singapore Airlines, for example) and native plants and animals (such as Middle East Airline's cedar tree, Aer Lingus' shamrock, and Qatar Airways' oryx) are common – as are stylistic

South African low-cost operator Kulula painted the exterior of its Boeing 737-86N, ZS-ZWP, in a lime-green livery featuring arrows and light-hearted descriptions of key components. (Eirtech)

Koninklijke Luchtvaart Maatschappij – KLM's blue livery was based on its acronym and a depiction of a crown which symbolised the nation's Monarchy and signified exclusivity and aerial travel.

representations of national flags (eg, BA, Alitalia and South African Airways) and icons that indicate movement, direction, speed, distance or space (eg, Atlas Air's globe or Air Transat's blue star). Many logos have many possible interpretations, with Austrian Airlines' red 'dart' motif, for example, variously representing an arrow, a bird in flight, a dart or a stylised aircraft or aerofoil, depending on personal perception.

Some airlines use visual techniques – such as darting and tapering, italicised typefaces and slanted logos – to give the impression of speed and movement through the air. Almost all paint

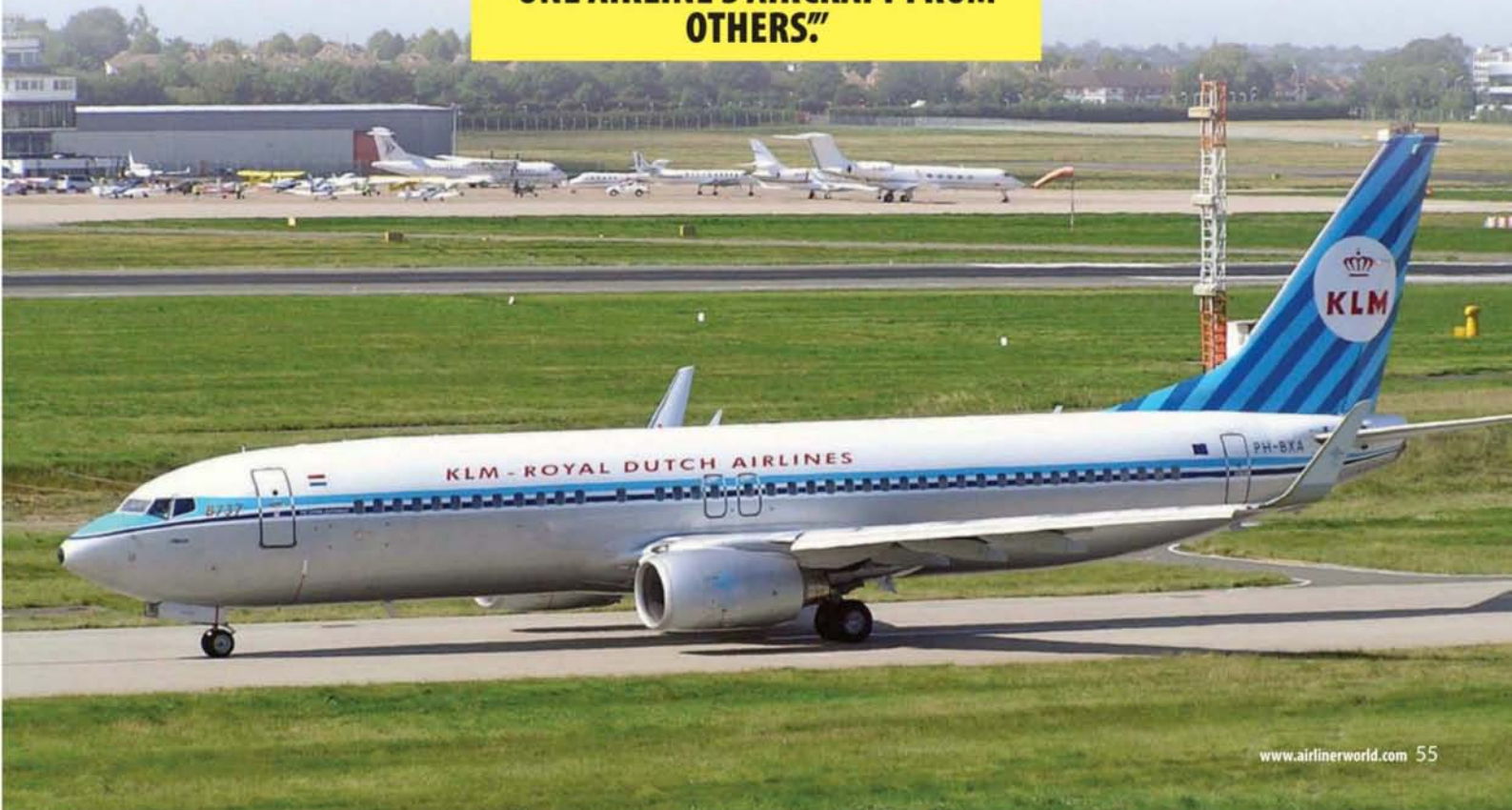
their name, or an abbreviation of it, somewhere on the fuselage, usually near the front of the aircraft to maximise visibility. Over half of the world's carriers use capital letters to depict their name while around a third employ both upper and lower-case letters; others (including a number of low-cost airlines) use lower-case letters only. Relatively few airlines, apart from low-cost operators like easyJet, currently paint their website address on their aircraft.

Irrespective of the precise design features used, all liveries must be distinctive and easily recognised by passengers, pilots and air traffic controllers in bad light, poor visibility, at a distance, at an angle or at speed.

"ALL AIRLINE LIVERIES HAVE TO PERFORM TWO BASIC FUNCTIONS: THEY SHOULD PROTECT THE AIRFRAME FROM CORROSION WHILE SIMULTANEOUSLY DISTINGUISHING ONE AIRLINE'S AIRCRAFT FROM OTHERS."

Unconventional and one-off designs

Despite the widespread adoption of standardised fleet-wide liveries there have been, and continue to be, some notable exceptions. Braniff of the United States, for example, declared >>>



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The first Bombardier Dash 8-Q200 joined the fleet in 2009. (Rui Sousa)

The SATA Group is based on the Azores islands in the Atlantic Ocean. Its subsidiaries include airlines, travel agents and airport operations. SATA Air Açores is an intra-island carrier based in São Sebastião, Ponta Delgada. It flies scheduled passenger, cargo and mail services around the Azores, while its larger cousin, SATA International, operates scheduled flights to Madeira, mainland Portugal and other destinations in Europe and North America as well as charter flights.

From operations in the Azores to transatlantic flights, SATA has expanded its services in recent years.

Ron Mak reports.



atlantic and You



In May 1948, SATA expanded by adding two nine-seater de Havilland DH104 Doves. (Steve Williams)

History

Part of Portugal, the Archipelago of the Azores is composed of nine volcanic islands approximately 930 miles (1,500km) from the European coast and 2,423 miles (3900km) from the North American coast. Although there had been a military air base at Lajes on Terceira since the late 1930s, after seeing the first commercial aircraft to cross the Atlantic and land on the waters of the archipelago in the 1930s, a group of local businessmen decided to create an intra-island carrier. They included Dr >>





Augusto Rebelo Arruda, Jose Bensaude, Augusto d'Athaida Corte Real Soares de Albergaria, Albano Freitas da Silva and the Bensaude Company (represented by the managing partner, Antonio de Medeiros e Almeida), and together they formed SATA – the Sociedade Açoriana de Estudos Aéreos (the Azorean Society for Air Travel Studies) in August 1941.

The founders believed the strategic location and natural beauty of the nine Azorean islands would provide sufficient interest, both for local inhabitants and

Growth in flights resulted in the carrier adding its first Douglas DC-3 in 1963. The airline carried 24,000 passengers that year. (Ron Mak Collection)

A total of five Douglas DC-6s were used for a short period in the mid-1970s. (Paul Zogg)



“FOLLOWING THE ERUPTION OF THE CAPELINHOS VOLCANO ON THE ISLAND OF FAIAL IN 1957 (WHICH WENT ON FOR 13 MONTHS), THE CARRIER ORGANISED THE EVACUATION OF AROUND 2,000 PEOPLE.”

tourists, to create a successful airline company. However, it was not until June 15, 1947 that a small Beechcraft UC-45B (Beech 18), CS-TAA, symbolically named 'Açor' and piloted by Commander Marciano Veiga, made the carrier's first commercial flight. With seven passengers aboard, it started services between the islands of São Miguel, Terceira and Santa Maria. In May 1948, SATA expanded by adding two nine-seater de Havilland DH104 Doves (CS-TAB and CS-TAC).

Following the eruption of the Capelinhos volcano on the island of Faial in 1957 (which went on for 13 months), the carrier, in partnership with Pan American World Airways, organised the evacuation of around 2,000 people – initially to the US Air Force Base at Lajes and then onwards to the USA – using Douglas DC-6s. Other carriers involved in the airlift included Slick Airways (DC-6As) and American International Airways (DC-4s).

In 1959, the SATA group expanded its

portfolio of companies and acquired all of Trans World Airlines' (TWA) ground facilities at its main base of Santa Maria Airport before signing an agreement with Pan American to merge its ground handling services. The airport had been created at the end of World War Two as a staging post between Europe and the USA and was used by the major carriers. However, by the late 1950s, the increasing range of aircraft meant its use was diminishing and the two

US majors were seeking to offload their commitments to the islands.

SATA's main role was to operate services from Santa Maria to the rest of the islands for visitors while providing vital intra-island links for Azoreans. Growth of these flights resulted in the carrier adding a DC-3 (CS-TAD) in 1963. In that year the airline carried 24,000 passengers, increasing to 33,000 in 1964 and 60,000 by 1969, helped by the addition of a second DC-3 (CS-TAE)

Following the lease of a Hawker Siddeley HS748 from Autair, SATA obtained the first of its own in 1970. (All photos author unless stated)



After almost 20 years of operating the type, SATA changed its Hawker Siddeley HS748s for the more modern ATP. This HS748, CS-TAO, served between 1980 and 1989. (Bob O'Brien Collection)





After almost 20 years of service, the HS748s were replaced by the BAe ATP. (Key Collection)

Below left • SATA acquired its first Boeing 737-3Q8, CS-TGP (c/n 24131) – 'Corvo' – in 1995. (Ron Mak Collection)



SCHEDULED OPERATIONS

North America

Ponta Delgada – Boston, Montreal, Toronto.
Terceira – Boston, Montreal, Oakland, Toronto.
Lisbon – Boston, Toronto.
Faro – Toronto.
Porto – Boston, Toronto.

Mainland operations – Europe

Ponta Delgada – Amsterdam, Copenhagen, Frankfurt, London, Manchester, Oslo, Stockholm.
Funchal – Copenhagen, Dublin, Las Palmas, Oslo, Paris, Zurich.

Mainland Portugal and the islands

Lisbon – Funchal, Horta, Ponta Delgado, Porto Santo, Santa Maria, Terceira.
Porto – Ponta Delgada.
Ponta Delgada – Flores, Horta, Pico, Santa Maria, Sao Jorge, Terceira.
Terceira – Flores, Graciosa, Horta, Pico, Sao Jorge.
Horta – Corvo, Flores.
Corvo – Flores.
Funchal – Faro, Gran Canaria, Porto Santo.

which had arrived in 1965. The increase in demand led to the chartering of a Hawker Siddeley HS748 (G-ATMJ) – with a 48-passenger capacity – from British carrier Autair in 1969. This was replaced by another (G-ATMI) in 1970, both aircraft wearing Autair colours – although with SATA titles.

In August 1969, the company moved its headquarters to the newly-opened Nordela Airport on the island of San Miguel, which had a 5,905ft (1,800m) runway. As passenger numbers continued to rise another airport started operating two years later on the island of Fayal; yet another was created on Floris in 1974.

Following success with the Autair aircraft, SATA leased three more HS748s over the next three years and by

SATA (R20/S4) - FLEET HISTORY

Manufacturer	Type	Regn	c/n	Acquired	Notes
Beech	UC-45/18	CS-TAA		1947	Acor
de Havilland	DH104 Dove	CS-TAB	04106	1948	
		CS-TAC	04107	1948	
Douglas	DC-3	CS-TAD	9140	1963-75	
		CS-TAE	32760	1965-75	
		CS-TAI	12060	1969-75	
	DC-6B	CS-TAJ	43534	1978-78	
		CS-TAK	43535	1976-77	
		CS-TAL	44108	1976-79	
		CS-TAM	43529	1976-77	
	DC-6A	CS-TAN	44258	1976-78	
Hawker Siddeley	HS748	G-ATMI	1592	1970-70	Isd fm Autair
		G-ATMJ	1593	1969-70	Isd fm Autair
		CS-TAF	1681	1970-70	
		CS-TAG	1687	1970-87	
		CS-TAH	1721	1973-87	
		CS-TAO	1777	1980-89	
		CS-TAP	1782	1987-92	
		CS-TAQ	1790	1987-92	
		CS-TAR	1797	1989-90	
Dornier	Do-228-201	CS-TGG	8160	1992-93	
		CS-TGO	8119	1992-09	
BAe	ATP	CS-TFJ	2018	2005-11	stored
		CS-TGB	2009	1993-93	
		CS-TGL	2019	1989-11	
		CS-TGM	2030	1990-99	crashed
		CS-TGN	2031	1990-11	
		CS-TGX	2025	2000-11	stored
		CS-TGY	2049	2000-11	stored
	146-100	G-BRJS	E1004	1987-87	
Boeing	737-3Q8	CS-TGP	24131	1995-05	Corvo
	-36N	CS-TGQ	28570	1998-02	
	-3Y0	CS-TGR	24902	1999-01	Pico
	-4Y0	CS-TGW	23981	2001-04	Pico
	-43Q	CS-TGZ	28491	2002-05	Sao Jorge
Airbus	A310-304	CS-TKI	448	2003-05	Autonomia

(HS748s were leased from a number of operators)

CURRENT FLEET - 2012

Bombardier	Dash 8-Q202	CS-TRB	476	2009	Faial
		CS-TRC	480	2009	Graciosa
	Dash 8Q-402	CS-TRD	4291	2010	Manuel de Arriaga
		CS-TRE	4295	2010	Teo lo Braga
		CS-TRF	4297	2010	Flores
		CS-TRG	4298	2010	Santa Maria
Airbus	A310-304	CS-TGU	571	1999	Terceira
		CS-TGV	651	2000	Sao Miguel
		CS-TKM	661	2005	Autonomia
	A310-325ET	CS-TKN	624	2007	Macaronesia
	A320-212	CS-TKJ	795	2005	Pico
	A320-214	CS-TKK	2390	2005	Corvo
		CS-TKL	2425	2005	Sao Jorge
		CS-TKO	3891	2009	Diaspora





the end of 1974 had carried 104,000 passengers. Two DC-6s were acquired from the Portuguese Air Force (CS-TAI and TAJ) in 1976 to add even more capacity. (That year, the Azores also became a destination for the Aerospatiale/BAC Concorde, with Air France using the islands as a technical stop on routes to South America.) Perhaps as an indicator of things to come, SATA flew its first international flights to Europe at the end of the 1970s using its DC-6s: this was as a result of a strike by national carrier TAP, services being flown to Lisbon.



Above - In 2010, the carrier's first new Bombardier Dash 8-Q400 was handed over at the manufacturer's Toronto/Downsview facility. Three more were added later that year.

Above right - The Airbus A310-300 was acquired for long-haul services to North America.



At its September 2011 General Assembly in Rome, the ERA awarded Grupo SATA Chairman António Gomes de Menezes with its Bronze Award for Airline of the Year. (ERA)

"WE ARE TRULY SATISFIED TO REACH THE END OF 2011 WITH RECORD LEVELS OF FLIGHT PUNCTUALITY AND REGULARITY."

Grupo SATA Chairman António Gomes de Menezes.





State-Owned

The carrier had originally been set up as a private entity, but in 1980 it was turned into a state-owned company under the jurisdiction of the Regional Government of the Azores, when its name was changed to Serviço Açoriano de Transportes Aéreos (maintaining the acronym SATA).

New Colours and Names

In 1987, to reflect the domestic operations of the carrier, its name was changed to SATA Air Açores and a new logo and colours were adopted. And

The carrier serves the islands of Flores, Horta, Pico, Santa Maria, São Jorge and Terceira from its base at Ponta Delgada.

In 2010, SATA's first Bombardier Dash 8-Q400 was handed over at the manufacturer's Downsview factory. (William Vignes)

after almost 20 years of operating the type, the carrier changed its HS748s for the more modern version – the BAe ATP (Advanced Turboprop) – in 1990. It also joined the International Air Transport Association (IATA) and the European Regions Airlines Association (ERA).

There had long been plans among islanders to serve mainland destinations and, in December 1990, OceanAir was established – and authorised in 1991 to operate air transport services as a non-scheduled carrier. But the venture was short-lived and suspended flying in 1994. It was partially bought out

by SATA Air Açores which gradually became the owner. On February 20, 1998 OceanAir was renamed SATA International and restarted operations on April 8. The airline gained approval to fly scheduled routes from Ponta Delgada to (initially) Lisbon, Madeira/Funchal and Porto using a chartered Boeing 737-300 – although a one-off charter had been flown with a 737-200 in 1995. The addition of a larger Airbus A310 saw the start of scheduled services to the USA and Canada, building a bridge to expatriate Azorean communities in North America.

Current Operations

SATA Air Açores has two operating bases: João Paulo II Airport in Ponta Delgada on San Miguel Island; and Madeira Funchal Airport. Since 2007, it's also provided flights between the islands of Madeira and Porto Santo. It now serves the whole archipelago of the Azores, providing an essential public service with its fleet of Bombardier Dash 8-Q200s and Q400s operating around 15,000 flights and carrying around 450,000 passengers each year. The first Q200 joined in 2009, replacing a Dornier Do-228, and in 2010 the carrier's first new Q400 was handed over at the manufacturer's Toronto/Downsview facility. Three more were added by the middle of 2010.



Established in 1998, SATA International took over the jet flights operated since 1995 by SATA Air Açores. It has grown year on year, expanding its routes using Airbus A310s and A320s, and has an extended network of domestic links to Funchal, Horta, Lisbon, Ponta Delgada, Porto, Santa Maria and Terceira. It's also responsible for scheduled services from the Azores and/or mainland Portugal to the United States and Canada, going as far as California, and offers scheduled flights to destinations including Amsterdam, Dublin, Frankfurt, London, Madrid, Paris and Stockholm. Alongside scheduled operations, SATA International >>

Group Structure

Grupo SATA is composed of five main companies. There are two airlines (SATA International and SATA Air Açores); two tour operations, one in Canada (SATA Express) and another in the United States (Azores Express); and SATA Gestão de Aeródromos, which is in charge of managing five of the nine airfields on the islands of the Azores. These entities are joined by others in the areas of ground handling, maintenance and engineering. The SATA Group has more than 1,200 employees in the various departments at its administrative headquarters and its operating bases in Lisbon, Ponta Delgada and Funchal.

devotes around a third of its operations to seasonal charter flights, with destinations ranging from Europe to the Caribbean.

During a period of large-scale emigration from the Azores to North America from the 1950s to the 1970s, SATA was both a spectator and participant. Boston in the United States and Toronto in Canada were the main destinations for the emigrants. In 1985, the group set up charter tour operator SATA Express (in Canada) and Azores Express (in the USA). Initially, it was limited to operating flights between North America and the Azores, but today, services extend to mainland Portugal, with flights between Toronto and Lisbon, Porto and Faro; and Boston and Lisbon.

Founded in 2005, SATA – Gestão de Aeródromos is an airport operating company which runs four of the nine airfields on the Azores islands: Pico, Graciosa, Corvo and São Jorge (plus the air terminal at Flores). The group also offers a handling service for all airlines that use the Azorean airports,



SATA's Dornier Do-228-201, CS-TGO (c/n 8119), served for 17 years operating intra-island flights. (Leandro Rocha)

"We are truly satisfied to reach the end of 2011 with record levels of flight punctuality and regularity," said Grupo SATA Chairman António Gomes de Menezes. "These are the results of projects covering the entire organisation, where our employees have taken on the goal of meeting our customers' expectations as best as is possible."

In 2012, as part of its strategy to reinforce its position in the expatriate market, SATA signed an 'interline' agreement with WestJet, the second largest Canadian airline. This will allow customers to continue their trips from SATA's North American destinations of Toronto and Montreal to Winnipeg, Edmonton, Vancouver, Calgary and

Ottawa plus other routes operated by WestJet.

António Gomes de Menezes commented: "The signing of this important agreement is a milestone in promoting the Azores and attracting traffic to the Azores from Canada, along with boosting our reputation in the international market, through strategic partnerships with key companies from major outbound travel markets." **AVIATION**

"THE CARRIER HAD ORIGINALLY BEEN SET UP AS A PRIVATE ENTITY BUT, IN 1980, IT WAS TURNED INTO A STATE-OWNED COMPANY."

plus ticket sales and customer services – baggage handling, check-in, boarding, load control and communications and stopover control.

Bronze Award 2011

At its September 2011 General Assembly in Rome, the ERA awarded SATA Air Açores its Bronze Award for Airline of the Year. The awards are given in acknowledgement of efforts to improve passengers' flight experience – the carrier citing the introduction of the Dash 8-Q400s in providing better punctuality and service.

Although retaining a three-plus-three layout, the A320s have a two-class interior. (Airbus)

For services to Portugal and the rest of Europe, SATA uses the Airbus A320. (Airbus)



The author would like to thank Mr Jose Gamboa of SATA media relations, Ines Tome Communication & Corporate Image, Michael Prophet, Paul Zogg, Steve Williams and Leandro Rocha.



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Robbie Shaw provides fascinating images of visitors to Bahrain in 1970.

Bahrain



Iraqi Airways was one of the overseas customers for the Hawker Siddeley HS 121 Trident with three Mark 1Es. This example, YI-AEA (c/n 2125), was delivered in 1965 and served until 1977.



Douglas DC-6A, YA-DAO (c/n 44260), was used by Ariana Afghan Airlines between 1963 and 1972. It was originally delivered to Pan American World Airways as N6260C in 1954.

Right - Vickers V735 Viscount, YI-ACK (c/n 067), of Iraqi Airways, ended its days with Alidair in the UK as G-BFMW. It was also used as the fire training aircraft at East Midlands Airport during the 1980s.



Below - Delivered in 1967, Boeing 707-340C, AP-AUP (c/n 19286), of Pakistan International Airways, served with the carrier all of its service life until it was scrapped in 1993 - apart from two lease periods: three months with Air Algerie and six months with Jugoslovenski Aerotransport (JAT) - both in 1972.



Classics



Above • Bristol Britannia, G-AOVF (c/n 13237), of Donaldson International Airlines. The aircraft, which first flew in 1957, is still intact and preserved at the RAF Cosford Aerospace Museum in the UK in RAF Transport Command colours.

Left • Pictured soon after its delivery from the manufacturer in December 1970, Gulf Aviation used this Short SC-7 Skyvan, G-AVJN (c/n 5H 1885), until May 1981 when it was sold to Oman Aviation Services.

Trans Mediterranean Airways used this Douglas DC-6A/B, OD-AET (c/n 43528), between 1966 and 1973. Sold to Aerocosta Colombia, it was broken up at Miami, Florida, in the USA in 1977. (All photos Robbie Shaw)



Convair CV-990 Coronados of Middle East Airlines were a common sight in both the Gulf area and Europe during the 1970s.



Douglas DC-3, HZ-AAX, was the very first aircraft owned by Saudi Arabian Airlines and was a gift to King Abdul Aziz from American President Franklin D Roosevelt in 1945.

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 Running time: 235 Minutes.
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Code: DVD500

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Join the SAS flight crew for this transatlantic crossing on the widebody Airbus A330! The 2 pilots on this program which runs more than 4 hours long, including all the information you want about the aircraft, the route, oceanic crossings and much more!
 Running time: 247 Minutes.
 Region-Free DVD.

Code: DVD474

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 Running time: 246 Minutes.
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Code: DVD438

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This program follows Everts Air Cargo DC-6 flights to half a dozen destinations across Alaska with its amazing scenery. Pilots talk about the routes, Flight Engineer presentations include fueling, instruments, operations, cargo and more. The DVD also includes takeoffs and landings of the DC-6 at Anchorage Airport as well as some very impressive air to air filming over Alaska.
 Running time: 181 Minutes. Region-Free DVD.

Code: DVD445

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Channel Express A300F/F-27/ Electra DVD



Channel Express began operations in 1978. The Fokker 27 was added in the early 90s. In 1991 Channel Express was instrumental in placing the first Lockheed L-188 Electras on the British Register and in achieving ICAO Stage 3 noise certification of the type. In 1996 it took delivery of the first wide-body jets, an A300B4.
 Running time: 120 Minutes.
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TEN YEARS OF

Robbie Shaw reflects on the short service history of JAL's fleet of ten McDonnell Douglas MD-11s, each of which carried a bird's name.

Japan Airlines (JAL) has a long and illustrious history of operating Douglas-built airliners, from its early post-war services using the DC-3 and DC-4, through to the evocative propliner era of the DC-6 and DC-7. These were followed by the US manufacturer's jet aircraft, including the DC-8 and the DC-10. It began flying the latter type back in 1976; these being the series -40 equipped with the more powerful Pratt & Whitney



THE J BIRD

JT9D-59A engines replacing the series -30's General Electric CF6-50 turbofans. JAL was in fact the sole customer of this variant, although the US carrier Northwest Airlines later flew -40s, but these were much different from the Japanese company's examples and were considered by purists not to be 'true' -40 jets. It was not surprising, and perhaps inevitable, that JAL would look to McDonnell Douglas again when looking for a successor for its fleet of 20 DC-10s.

Japan Airlines' took delivery of its first McDonnell Douglas MD-11 off the manufacturer's Long Beach production on November 5, 1993. Here, its third example, JA8582, named *Red Crowned Crane*, departs from Singapore's Changi International Airport. (Airteamimages.com/Bailey)

Enter the MD-11.

At first glance the MD-11 looks very similar to its predecessor; however, there is much more to the type than looks alone. Not only is the MD-11 longer and has winglets, but the aircraft's weight had been significantly reduced by the use of composite materials such as carbon-fibre, glass-fibre and Kevlar in its construction. Manufacturer's promotional material promised that the MD-11, when compared with the

earlier DC-10-30, would have a 27% improvement in range, and a 31% reduction in seat/mile costs. It was on the back of these claims that McDonnell Douglas built a healthy forward order book for the type, with many deals coming from Asian carriers that planned to use the airliner on transpacific routes. JAL was among these early customers, announcing a deal for ten aircraft in March 1989 and taking options on another ten examples. It planned to



On final approach into London/Heathrow is Japan Airlines' MD-11, JA8582 (c/n 48573) after a service from Nagoya in November 1998.



"THE MANUFACTURER'S PROMOTIONAL MATERIAL PROMISED THAT THE MD-11, WHEN COMPARED WITH THE EARLIER DC-10-30, WOULD HAVE A 27% IMPROVEMENT IN RANGE, AND A 31% REDUCTION IN SEAT/MILE COSTS."

Japan Airlines' MD-11s were frequent visitors to Hong Kong's old Kai Tak International Airport and its unmistakable back-drop; this time it was JA8580, *Tufted Puffin*, lining up on Runway 13 ready for departure. (All images author unless stated)





employ the new jets on its regional as well as its 'thin' long-range rotations – routes that were either new or under development or where demand didn't require larger aircraft, such as the Boeing 747.

Known in JAL service as J Birds, the company took delivery of its first example, JA8589 (c/n 48571), off McDonnell Douglas' Long Beach production line on November 5, 1993. The airline named each of its ten MD-11s after a bird, with a related motif appearing on both the forward fuselage and winglets. The *Tufted Puffin* adorned JA8580, with the name featuring in both English and Japanese. The delivery rate was much slower than expected, and JAL didn't receive its tenth example until March 1997, 43 months after the first. The MD-11s were powered by General Electric CF6-80 engines and JAL operated them predominately in a three class configuration, comprising 12 First, 47 Business and 180 Economy Class seats.

By the time JAL had received half of its fleet of MD-11s in September

1994, it was clear that all was not well with the programme. Several customers had voiced their displeasure at the type's inability to meet its promised payload/range performance figures given by McDonnell Douglas. A number of 'tweaks' to the aircraft at the manufacturer's expense were made, including improvements to reduce airframe drag by 3.2%. This was achieved by revising the design of the engine nacelles and intakes, and created the availability of supplemental fuel tanks to help improve range.

These improvements went some way to stifle the type's critics, but it would seem the damage had already been done, and perhaps it was no surprise when JAL decided against exercising its options for additional MD-11s. While orders for the passenger variant of the MD-11 were evaporating the type was, however, proving very popular with freight carriers.

JAL's finally took delivery of its tenth and final example of the type (JA8589, c/n 48774) in March 1997. Although

J Bird, JA8587 (c/n 48578) complete with Pryer's Woodpecker decals, is being pushed back at Kansai International Airport, Japan, during April 1998.

In addition to carrying the bird motif on the aircraft's winglet, the MD-11s of Japan Airlines also wore them on the forward fuselage. Here is Pryer's Woodpecker, which featured on JA8587 (c/n 48578).

JAPAN AIRLINES' MD-11 FLEET

Line no	c/n	Reg	Bird Name & Subsequent Operator	Delivery
552	48571	JA8580	Tufted Puffin	05/11/1993
		UPS		10/09/2002
		N272UP	MD-11F	21/08/2003
556	48572	JA8581	Fairy Pitta	08/12/1993
		UPS		25/02/2003
		N271UP	MD-11F	10/07/2003
559	48573	JA8582	Red Crowned Crane	05/04/1994
		UPS		02/11/2004
		N279UP	MD-11F	09/07/2005
566	48574	JA8583	Golden Eagle	12/08/1994
		UPS		25/11/2002
		N273UP	MD-11F	23/09/2003
568	48575	JA8584	Okinawa Rail	13/09/1994
		UPS		19/05/2003
		N274UP	MD-11F	04/05/2004
574	48576	JA8585	Mountain Hawk Eagle	05/04/1995
		UPS		18/06/2002
		N270UP	MD-11F	16/07/2003
583	48577	JA8586	White Stork	11/04/1995
		UPS		04/08/2004
		N278UP	MD-11F	01/08/2005
588	48578	JA8587	Pryer's Woodpecker	28/06/1995
		UPS		24/05/2004
		N277UP	MD-11F	02/11/2004
599	48579	JA8588	White Tailed Sea Eagle	03/04/1996
		UPS		21/10/2003
		N276UP	MD-11F	20/08/2004
610	48774	JA8589	Rock Ptarmigan	14/03/1997
		UPS		25/07/2003
		N275UP	MD-11F	28/06/2004

Note: There are two dates listed for UPS; the first is when the aircraft was sold to UPS by JAL, the second being the in-service date after freighter conversion. After acquisition by UPS several of the MD-11s spent some months in storage prior to conversion.



All ten of Japan Airlines' former MD-11s have now been converted to freighters and operate in the colours of United Parcel Service (UPS). This example, N276UP (formerly JA8588), is taxiing at Anchorage, Alaska.



little was ever said publicly by JAL, one gets the impression it was not entirely happy with its MD-11s, and three years later it announced that it was disposing of its entire MD-11 fleet, selling all ten examples to United Parcel Service (UPS) for conversion into freighters. Amazingly, especially for such a modern jet airliner, the average

The Red-Crowned Crane (also known as the Manchurian Crane) features on JA8582's winglet. This image also shows the J Bird titles displayed on the centre engine's nacelle.

This final JAL MD-11 service was operated by JA8582, which coincidentally, was the only example of the type to appear in the carrier's revised livery. It is worth noting that the J Bird branding and bird motifs had been dropped. (Airteamimages.com/Bailey)

length of service per aircraft with JAL was only eight and a half years. Due to poor economic conditions at the time and the availability of slots for freighter conversions, most of the former JAL MD-11s initially spent months in storage at places like Marana in the Arizona desert, before starting their new careers. JAL's final MD-11 service took place on

April 12, 2004, between Hong Kong and Tokyo, and was flown by JA8582, which coincidentally, was the only one of the type to appear in the company's revised livery, that didn't feature the J Bird branding or the bird motifs.

Like many Asian carriers, JAL had intended to use the MD-11 heavily on its transpacific routes; however, the type's range problems meant that the airline was forced to use it primarily on regional rotations. It was also used on longer 'thin' routes such as Tokyo-Zurich, while services from Nagoya included Los Angeles and London/Heathrow. Following the 1997 takeover of McDonnell Douglas by Boeing, the future of the MD-11 was initially assured by the new owners, at least in its freighter guise, by which the aircraft's range and capacity filled a niche in the market for customers who did not require the capacity, or could not afford the 747F. On June 3, 1998, Boeing announced that following the delivery of the last MD-11 on its order book, scheduled for February 2000, production of the type would be ended. Boeing justified its decision by saying that since its previous market forecast that had been published in November 1987 interest in the type had declined further. **W**



Close-up of the winglet of MD-11, JA8583, showing the Golden Eagle decal as well as the name in both Japanese and English.





Airliner Deliveries

The latest commercial aircraft deliveries from manufacturers and lessors.

China Southern Airlines has received its first Airbus A380-841, B-6138 (c/n 0054), which was delivered from Toulouse in February. (Yvan Panas)



This ex-Alitalia Boeing 767, EI-CRD (c/n), was rolled out of the paint shop at Dublin Airport in February in the livery of Condor Airlines of Germany. On delivery to the carrier in March, it took up the marks D-ABUL. (Michael Kelly)



BHOJA AIR [BHO]			
AP-B	B737-236	23167	ex ZS-OLB
SHAHEEN AIR INTERNATIONAL [NL/SAI]			
AP-BJN	B737-4H6	26460	ex N829AR, dd 08.02.12, lsd fr AAR

EMIRATES AIRLINE [EK/UAE]			
A6-EGM	B777-31HER	41073	dd 24.01.12
ETIHAD AIRWAYS [EY/ETD]			
A6-ETI	B777-3FXER	39684	dd 23.01.12
FLYDUBAI [FZ/FDB 'SKYDUBAI']			
A6-FDX	B737-8KN	40251	dd 24.01.12
MAXIMUS AIR CARGO [MXU 'AIR MAX']			
A6-NIN	A300B4-622R	797	cnvtrd to A300B4-622R(F) by EADS, dd ex-Dresden for paint in Abu Dhabi

QATAR AIRWAYS [QR/QTR 'QATARI']			
A7-AHR	A320-232	4968	ex F-WWDV, dd 19.01.12
AIR CHINA [CA/CCA]			
B-5622	B737-89L	40031	dd 08.12.11
B-6540	A330-243	1282	ex F-WWKS, dd 17.01.12
B-6846	A320-214	4985	ex F-WWIL, dd 20.01.12
AIR CHINA CARGO [CA/CAO 'AIRCHINA FREIGHT']			
B-2453	B747-412BCF	27134	ex B-KAH, dd 02.12, lsd fr Cathay Pacific

CHINA EASTERN AIRLINES [MU/CES]			
B-6543	A330-243	1280	ex F-WWKM, dd 19.01.12
B-6870	A320-214	4844	ex B-515L, dd 19.01.12
CHINA SOUTHERN AIRLINES [CZ/CSN]			
B-5642	B737-81B	38916	dd 18.01.12
HAIRNAN AIRLINES [HU/CHM]			
B-2113	B737-36N	28602	ret fr China West Air
B-5636	B737-84P	38149	dd 17.01.12
JUNEYAO AIRLINES [HO/DKH 'AIR JUNEYAO']			
B-6860	A320-214	4981	ex D-AVNV, dd 12.01.12
B-6861	A320-214	4840	ex B-514L, dd 11.01.12

SHANDONG AIRLINES [SC/CDG]			
B-5626	B737-8HX	38103	dd 19.01.12, lsd fr ACG
B-5627	B737-85N	38637	dd 17.01.12
SHENZHEN AIRLINES [4G/CSZ]			
B-6835	A320-232	4986	ex D-AVVS, dd 12.01.12
B-6857	A320-232	5002	ex D-AVWV, dd 23.01.12
SICHUAN AIRLINES [3U/CSC]			
B-2286	A321-131	0550	rts after temp storage
SPRING AIRLINES [9S/COH 'AIR SPRING']			
B-6862	A320-214	4983	ex F-WWIH, dd 19.01.12
B-6863	A320-214	4978	ex F-WWIE, dd 19.01.12

TIANJIN AIRLINES [GS/GCR 'CHINA DRAGON']			
B-3189	E190-100LR	0508	ex PT-TSE, dd 02.02.12
XIAMEN AIRLINES [MF/CXA]			
B-5630	B737-85C	38386	dd 18.01.12
HONG KONG AIRLINES [HX/CRK 'BAUHNIA']			
B-LNJ	A330-243	1277	ex F-WWVJ, dd 20.01.12
B-LPB	A320-214	4970	ex F-WWID, dd 18.01.12
CHINA AIRLINES [CI/CAL 'DYNASTY']			
B-18357	A330-202	1278	ex F-WWYK, dd 19.01.12, lsd fr GAP

AIRSPAN HELICOPTERS			
C-FTGK	Bell 205A-1	30009	ex N4750R
BEARSKIN AIRLINES [JV/BSL]			
C-GJWV	SA227-DC	DC-872B	ex VH-KEX
CANADIAN NORTH [5T/ANX]			
C-GCIU	B737-36Q	29140	ex N291AG, dd 16.02.12, lsd fr ACG

GREAT RIVER AVIATION			
C-GRNZ	BN-2A-26	2010	ex N3835Z, dd 20.01.12
GUARDIAN HELICOPTERS			
C-FTGK	Bell 205A-1	30009	Airspan Helicopters Ltd

LAWRENCE BAY AIRWAYS			
C-FQDD	DHC-2	1580	ex 64-374 Peru AF
NORTH CARIBOO FLYING SERVICE [SN/NCB]			
C-FNSA	Dash 8-315	354	ex ZS-NLZ, dd 07.02.12, lsd fr Northstar AvLease

NORTH STAR AIR			
C-FYZS	PC-12/45	227	
PASCAN AVIATION			
C-FIBA	JS 32	863	ex N3126
SONTAIR			
C-FFGA	Cessna 208B	0662	ex N5264E

SUNWING AIRLINES [XO/SWG]			
OK-TVT	B737-86N	39394	dd 01.02.12, sub-lsd fr Travel Service
LAN AIRLINES [LA/LAN]			
CC-BCE	A319-112	5005	ex D-AVYH, dd 30.01.12
SKY AIRLINE [H2/SKU 'AEROSKY']			
CC-AFX	A319-111	2283	ex G-EZEU, dd 24.01.11, lsd fr BBAM

EAT LEIPZIG [QY/BGS 'EUROTRANS']			
D-AEAG	A300B4-622R	621	ferried Shannon - Leipzig 07.01.12 after painting into DHL colours
N1724	A300B4-622R	724	cnvtrd to A300B4-622R(F) by EADS 01.12, rr D-AEAP, ferried Dresden - Shannon for paint into DHL colours

GERMANWINGS [4U/GWI]			
D-AGWS	A319-132	4998	ex D-AVYG, dd 19.01.12
LUFTHANSA [LH/DLH]			
D-AIBB	A319-112	4182	named 'Aalen'
D-AIDO	A321-231	4994	ex D-AZAJ, dd 17.01.12
LUFTHANSA CITYLINE [LH/CLH]			
D-AEBI	E190-200LR	0464	named 'Erding'
SUNEXPRESS DEUTSCHLAND [XG/SXD]			
D-ASXG	B737-8CX	32366	ex TC-SUH, dd 15.01.12, corrects dd, see December

FLY540			
D2-FLB	ATR 72-202	470	ex M-ABEF, dd 25.01.12, lsd fr Aircraft Solutions Lux
AIR NOSTRUM [YW/ANE 'NOSTRU AIR']			
EC-LPN	Canadair RJ100	19022	ex C-GICB, ff 19.01.12, dd 02.02.12

IBERIA [IB/IBE]			
EC-FDB	A320-211	0173	ret fr Vueling, for Iberia Express
SWIFTAIR [7J/SWT 'SWIFT']			
EC-JUG	DC-9-83	49847	ret fr Gryphon Air
EC-KLR	B737-3Q8(F)	23766	purch off lease fr Jetscape
EC-KRA	B737-3Y0(F)	24679	now lsd fr Kahala Aviation

AER LINGUS [EI/EIN 'SHAMROCK']			
EI-EP5	A319-111	3377	ex EC-KME, dd 26.01.12, lsd fr RBS

CHC IRELAND			
EI-ICG	S-92A	920150	ex N150AL, reg'd 24.01.12, op for Irish Coast Guard

RYANAIR [FR/RYR]			
EI-EVA	B737-8AS	40288	dd 11.01.12
EI-EVB	B737-8AS	34982	dd 26.01.12
EI-EVC	B737-8AS	40286	dd 27.01.12
EI-EVD	B737-8AS	40287	dd 30.01.12

CASPIAN AIRLINES [RV/CPN]			
EP-CPU	MD-82	53149	ex 4L-YAA, dd 01.12
IRAN AIR TOURS [B9/IRB]			
EP-MDD	MD-83	49852	ex EP-ARB, lsd fr Ararat Air

IRAN ASEMAN AIRLINES [EP/IRC]			
EP-APA	A340-311	002	ex M-YRGU, dd 12.11
MAHAN AIR [WS/IRM]			
EX-35011	A300B4-622R	838	ex N863AC, dd 01.12, lsd fr Krygyz Trans Air

ZAGROS AIRLINES [2V/IZG]			
EP-ZAB	MD-83	49930	ex UR-CJB, dd 01.12, lsd fr Khors Air

AIR BISHKEK			
EX-32003	A320-212	0325	ex EY-322, sub-lsd fr Kyrgyzstan Airlines

KYRGYZSTAN ALTYN AIR [QH/LYN]			
EX-37501	B737-59D	26419	ex G-GFFD, dd 22.12.11
RÉGIONAL - COMPAGNIE AÉRIENNE EUROPÉENNE [YS/RAE]			
F-HBXX	E170-100LR	0008	ex EI-DFG, dd 22.12.11, lsd fr GECAS

INTER REGIONAL EXPRESS			
F-OIXJ	Ce 208B	2325	dd 22.12.11, lsd fr R Plane

BRITISH AIRWAYS [BA/BAW 'SPEEDBIRD']			
G-EUYN	A320-232	4975	ex F-WWDT, dd 12.01.12
JET2 [LS/EXS 'CHANNEX']			
G-GDFH	B737-3Y5	25615	ex LN-KKC, dd 27.01.12

THOMSON AIRWAYS [BY/TOM]			
G-TAWA	B737-8KS	37264	dd 30.01.12, lsd fr TUI
BELAIR [4T/BHP]			
HB-JOY	A319-112	3245	ex D-ABGH

SWISS INTERNATIONAL AIR LINES [LX/SWR]			
HB-JHK	A330-343E	1276	ex F-WWYI, dd 11.01.12, named 'Herisau'

AVIANCA - AEROVÍAS NACIONALES DE COLOMBIA [AV/AVA]			
N279AV	A330-243	1279	ex F-WWYN, dd 12.01.12, st Avolon & lsd back

KOREA AIR EXPRESS			
HL9498	S-76A++	760170	ex N644LH, reg'd 02.02.12
KOREAN AIR [KE/KAL]			
HL8242	B737-8Q8	38824	dd 23.01.12, lsd fr ILFC

LANSHA			
HR-AXG	JS 31	792	ex C-GNRG, dd 13.10.11

Key to Abbreviations

a/c	aircraft
als	airlines
awys	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvtrd	converted
dbf	destroyed by fire
db	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lfr	last revenue flight
lsd fr	leased from
lsd to	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
st	sold to
std	stored
tba	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed

We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin.)

THAI AIRASIA [FD/AIQ 'THAI ASIA']			
HS-ABW	A320216	4980	ex F-WWIZ, dd 23.01.12, lsd fr AirAsia
SAUDI ARABIAN AIRLINES [SV/SPA]			
HZ-AK11	B777-386ER	41048	dd 17.01.12
HZ-AK12	B777-386ER	41050	dd 23.01.12
ALITALIA [AZ/AZA]			
EI-EJL	A330-202	1283	ex F-WWKA, dd 30.01.12, lsd fr ALC
ANA - ALL NIPPON AIRWAYS [NH/ANA]			
JA626A	B767-381ER	40897	dd 16.01.12
JA804A	B787-8	34486	ex N1006F, dd 14.01.12, also used test reg N6066Z dd 12.01.12
JA807A	B787-8	34508	dd 12.01.12
JAPAN AIRLINES [JL/JAL]			
JA340J	B737-846	39190	dd 24.01.12
JA341J	B737-846	40356	dd 31.01.12
SKYMARK AIRLINES [BC/SKY]			
JA73NK	B737-86N	38023	dd 10.01.12, lsd fr GECAS
BLUE SKY AVIATION			
JU-2114	Ce 208B	0782	ex N208BS, dd 04.11
NORWEGIAN AIR SHUTTLE [DY/NAX 'NORSHUTTLE']			
LN-NOY	B737-8JP	39419	dd 10.01.12, lsd fr AWAS
LN-NOZ	B737-8JP	39420	dd 17.01.12, lsd fr AWAS
AEROLINEAS ARGENTINAS [AR/ARG]			
LV-CTB	B737-86J	30478	ex D-ABBZ, dd 20.01.12, lsd fr Macquarie
WEST AIR LUXEMBOURG [WLX 'WEST LUX']			
LX-WAD	Bae ATP(F)	2038	ex SE-MAJ
SMALL PLANET AIRLINES [LLC 'LIMA LIMA CHARLIE']			
LY-AQV	B737-35B	25069	ex ES-LBD
ABX AIR [G4/ABX 'ABEX']			
N702AX	B767-231	22566	cnvrted to B767-231(F) by IAI Bedek, dd ex-Tel Aviv
ALASKA AIRLINES [AS/ASA]			
N536AS	B737-890	35203	dd 23.01.12
ALLEGIAN AIR [G4/AAV]			
N412NV	MD-88	49759	purch off lease 05.01.12
N414NV	MD-88	49766	as N412NV
N422HV	MD-82	49381	cnvrted to DC-9 83
N423NV	MD-82	53008	as N422NV
N424NV	MD-82	49421	as N422NV
AMERICAN AIRLINES [AA/AAL]			
N882HN	B737-823	33221	dd 30.01.12
N578AA	MD-82	53155	ferried Roswell - Tulsa for rts after storage
N7538A	MD-82	49992	ferried back to Dallas DFW for rts after storage
N9412W	MD-83	53187	ferried to Dallas DFW for rts after storage
N9420D	MD-83	49824	ferried to Dallas DFW for rts after storage
ATLAS AIR [5Y/GTI 'GIANT']			
N585MS	B767-351ER	25221	rr N640GT
BRISTOW US LLC			
N158G	S-92A	920158	reg'd 03.01.12
N159Y	S-92A	920159	reg'd 21.01.12
COMPASS AIRLINES [CPZ 'COMPASS ROSE']			
N752CZ	E170-100LR	0255	ex VH-ZHF, dd 08.02.12, sub-lsd fr Delta

DELTA AIR LINES [DL/DAL]			
N532US	B757-251	24263	ferried Marana - San Antonio 06.01.12 for rts after storage
N692DL	B757-232	29724	ferried Marana - Greensboro 24.01.12 for rts after storage
N937DN	MD-90-30	53352	ex JA806Z
N961DN	MD-90-30	53531	ferried Marana - Atlanta
FEDEX EXPRESS [FX/FDX 'EXPRESS']			
N742FD	A300B4-622R(F)	613	named 'Britton'
N744FD	A300B4-622R(F)	664	named 'Grace'
N745FD	A300B4-622R(F)	668	named 'Vale'
N751FD	A300B4-622R(F)	625	named 'Tey'
N916FD	B757-23A(F)	24636	named 'Evan'
N918FD	B757-23A(F)	24290	named 'Dexter'
N935FD	B757-27(F)	22780	named 'Desiree'
N959FD	B757-236	25133	ferried Victorville - Singapore 23-26.01.12 for cargo conversion
N882FD	B777-F28	32969	named 'LeeAnna'
N320FE	DC-10 30CF	47835	purch off lease 13.01.12
ERA HELICOPTERS			
N159RB	Agusta AW139	41281	reg'd 23.01.12
GOJET AIRLINES [G7/GJS 'LINDBERGH']			
N354CA	CRJ700	10064	ex C-GIBQ, dd 10.01.12, sub-lsd fr Delta
GREAT LAKES AVIATION [ZK/GLA 'LAKES AIR']			
N178YV	B1900D	UE-178	bf Specialized Aircraft Services 23.12.11
N231YV	B1900D	UE-231	purch off lease 09.12.11
HAWAIIAN AIRLINES [HA/HAL]			
N912ME	B717-2BL	55175	dd 18.01.12, lsd fr Boeing
JBC AIRWAYS [JL/CQS 'CHASQUI']			
N901BC	Saab 340A	088	st JAHN901BC LLC 01.12 & lsd back
JETBLUE AIRWAYS [B6/JBU]			
N346JB	E190-100AR	0504	named 'Blueberry'
N794JB	A320-232	4904	named 'Pretty Fly For A Blue Guy'
KALITTA AIR [K4/CKS 'CONNIE']			
N798BA	B747-400ERF	37304	rr N782CK
PENAIR - PENINSULAR AIRWAYS [KS/PEN 'PENINSULAR']			
N340AQ	Saab 340A	019	purch off lease 21.12.11
PHI INC [PHM 'PETROLEUM']			
N160H	S-92A	920160	dd 28.12.11, lsd fr Capital One
N161U	S-92A	920161	dd 22.12.11, lsd fr Wells Fargo Bank Northwest
N2199M	S-92A	920151	rr N929PH
PINNACLE AIRLINES [FLG 'FLAGSHIP']			
N601XJ	CRJ200	8044	ex C-FHHW, dd 04.01.12, sub-lsd fr Delta
N602XJ	CRJ200	8045	ex C-FMKZ, as N601XJ
N812AY	CRJ200	8012	ex C-FMNB, as N601XJ
N813AY	CRJ200	8013	ex C-FMKV, as N601XJ
N831AY	CRJ200	8031	ex C-FETZ, as N601XJ
N832AY	CRJ200	8032	ex C-FMNQ, as N601XJ
N833AY	CRJ200	8033	ex C-FMLU, as N601XJ
N834AY	CRJ200	8034	ex C-FEXV, as N601XJ
N836AY	CRJ200	8036	ex C-FMML, as N601XJ
N840AY	CRJ200	8040	ex C-FEZX, as N601XJ

N8943A	CRJ200	7943	ex C-FMNB, as N601XJ
N8944B	CRJ200	7944	ex C-FMKV, as N601XJ
N8946A	CRJ200	7946	ex C-FMKZ, as N601XJ
N8948B	CRJ200	7948	ex C-FMLF, as N601XJ
N8965E	CRJ200	7965	ex C-FMOI, as N601XJ
N8971A	CRJ200	7971	ex C-FMMX, as N601XJ
N8974C	CRJ200	7974	ex C-FMKV, as N601XJ
N8976E	CRJ200	7976	ex C-FMKZ, as N601XJ
N600LR	CRJ900	15142	dd 04.01.12, sub-lsd fr Delta
N601LR	CRJ900	15145	as N600LR
N602LR	CRJ900	15151	as N600LR
N604LR	CRJ900	15152	as N600LR
N605LR	CRJ900	15160	as N600LR
SEABOURNE AVIATION [BB/SBS]			
N224SA	DHC-6-300	247	st CAAMS LLC 21.12.11 & lsd back
SILVER AIRWAYS [3M/SIL]			
N427XJ	Saab 340B	427	ex SE-827, dd 20.12.11, bf Lambert Leasing
N16540	B1900D	UE-172	ex SE-827, dd 20.12.11, bf VPAA Company 01.12
N17541	B1900D	UE-203	as N16540
N38537	B1900D	UE-152	as N16540
N47542	B1900D	UE-198	as N16540
N49543	B1900D	UE-181	as N16540
N53545	B1900D	UE-185	as N16540
N69547	B1900D	UE-189	as N16540
N69549	B1900D	UE-194	as N16540
N81533	B1900D	UE-137	as N16540
N81535	B1900D	UE-147	as N16540
N81536	B1900D	UE-152	as N16540
N81538	B1900D	UE-199	as N16540
N81556	B1900D	UE-239	as N16540
N82539	B1900D	UE-168	as N16540
N84546	B1900D	UE-187	as N16540
N87550	B1900D	UE-295	as N16540
N87551	B1900D	UE-206	as N16540
N87552	B1900D	UE-216	as N16540
N87554	B1900D	UE-227	as N16540
N87555	B1900D	UE-234	as N16540
N87557	B1900D	UE-246	as N16540
SOUTHERN AIR [9S/SOO]			
N400SA	B747-412(F)	27068	ex N417AC, dd 20.01.12, lsd fr Aircastle
N469AC	B747-4F6(F)	27602	sb Deucalion Capital still lsd to Southern Air, to be rr N409SA
SOUTHWEST AIRLINES [WN/WSA]			
N664WN	B737-3Y0	23495	placed in trust with Wells Fargo Bank Northwest & lsd to Southwest
N665WN	B737-3Y0	23497	as N664WN
SPIRIT AIRLINE [NK/NKS 'SPIRIT WING']			
N611NK	A320-232	4996	ex F-WWBJ, dd 31.01.12
UNITED AIRLINES [UA/UAL]			
N38446	B737-924ER	31661	dd 20.01.12
N196UA	B747-422	28715	ferried Victorville - Mojave To be used in building of Stratolaunch mother ship
UNITED PARCEL SERVICE [5X/UPS]			
N347UP	B767-34AF	37871	dd 31.01.12
VIRGIN AMERICA [VX/VRD 'REDWOOD']			
N843AV	A320-214	4814	named 'Vamanos'
N849VA	A320-214	4991	ex F-WWBB, dd 26.01.12, lsd fr AWAS
N851VA	A320-214	4999	ex F-WWBR, dd 31.01.12, lsd fr ACG
XTRA AIRWAYS [XP/CXP 'RUBY MOUNTAIN']			
N416BC	B737-408	25109	ex JY-SOA, dd 23.01.12, lsd fr Boeing
LC PERU			
OB-	Dash 8-202	447	ex N447VY, dd 10.01.12, lsd fr Avmax
MIDDLE EAST AIRLINES [ME/MEA]			
OD-MRL	A320-232	5000	ex D-AVVV, dd 17.01.12
AIR FINLAND [OF/FIF]			
OH-AFM	B757-204	25623	ex SE-RFO, dd 31.01.12, lsd fr ILFC

The first Airbus A300-622R for DHL, D-AEAG (c/n 621), was delivered at the end of 2011. It is pictured at London/Heathrow in February. (Karl Nixon)



Pictured on a test flight from Marseilles, France in February, Eurocopter EC-225, F-WJXV, is due for delivery to CHC Scotia. (Peter Foster)



Airliner Deliveries

IndiGo Airlines of India has now painted three of its aircraft at Maastricht, Holland. Airbus A320-232, D-AXAM (c/n 5036), became VT-IEQ on delivery. (Jack Gorczyński)



Air Finland's latest acquisition, Boeing 757-200, OH-AFM (c/n 25623), is pictured at Tenerife South in February. It is leased from ILFC and was delivered to Helsinki on February 3. (Christian Amado)

BRUSSELS AIRLINES [SN/BEL 'BEELINE']				
OO-DJJ	BAe 146-200	E2196	rts after storage	
HB-IOA	A330-223	229	rr OO-SFY	
OO-SFZ	A330-223	249	ex HB-IOQ, reg'd 17.02.12	
TNT AIRWAYS [3V/TAY 'QUALITY']				
OE-IAR	B737-400(F)	29208	ex PK-GZM, dd 20.01.12, lsd fr GECAS	
JET TIME [JTG]				
OY-JTV	B737-7L9	28015	ex TS-IEB, dd 03.02.12, lsd fr Alrcastle	
KLM ROYAL DUTCH AIRLINES [KL/KLM]				
PH-BGO	B737-7K2	38126	now lsd fr BBAM	
INDONESIA AIRASIA [QZ/AWQ]				
PK-AXT	A320-216	3486	correct cn	
PK-AXU	A320-216	3549	ex 9M-AHM, dd 28.12.11, lsd fr AirAsia	
PK-AXV	A320-216	4889	ex RP-C8190, dd 30.12.11, lsd fr AirAsia	

LION AIR [JT/LNI 'LION INTER']				
PK-LJJ	B737-9GPER	37289	dd 17.01.12	
PK-LJK	B737-9GPER	38311	dd 26.01.12	
NUSANTARA AIR CHARTER [SJK 'NUSANTARA']				
PK-JKW	BAe 146-200	E2204	named 'Athirah'	
SKYWAYS [SYA]				
PK-ECG	Fokker 50	20254	ex PH-KXN, dd 10.01.12	
SRIWIJAYA AIR [SJ/SJY]				
PK-CKP	B737-36N	28559	ex B-2601, lsd fr GECAS	
GOL TRANSPORTES AEROS [G3/GOL]				
PR-GOX	B737-7K9	28088	st FLY Leasing & lsd back	
PR-GOY	B737-7K9	28089	as PR-GOX	
PR-GUN	B737-8EH	37610	st AWAS on dely & lsd back	
TRIP LINHAS AEREAS [T4/TIB]				
PR-TKK	ATR 72-600	987	ex F-WWLN, dd 01.20.12, lsd fr ALC	

AIRBRIDGE CARGO [RU/ABW]				
VQ-BLQ	B747-8HVF	37581	dd 26.01.12, lsd fr Volga Dnepr	
NORDWIND AIRLINES [N4/NWS]				
VQ-BPE	ATR 42-500	642	ex OH-ATA, dd 26.01.12, lsd fr Flybe Nordic	

SEVERSTAL [DZ/SSF]				
RA-67231	CRJ200	7464	ex D-ACHI, dd 02.11.11	
TRANSERO AIRLINES [UN/TSO 'TRANSOVIET']				
EI-RUA	B737-86J	30498	ex D-ABAJ, dd ex-Münich 12.01.12, lsd fr VEBL	
EI-UNM	B777-312	28534	ex 9V-SYD, dd ex-Singapore 19.01.12, lsd fr VEBL	

UTAIR AVIATION [UT/UTA 'TUMAVI']				
VQ-BJJ	B737-8AS	29936		
VQ-BJJ	B737-8AS	29937	(both correct reg'n as per Boeing data)	
VP-BJQ	B737-524	28902	ex N11641, dd 23.01.12	
VOLGA DNEPR [VI/VDA]				
VQ-BLQ	B747-8HVF	37581	dd 26.01.12, lsd to AirBridge Cargo	

YAMAL AIRLINES [YC/LLM]				
VQ-BPA	CRJ200	7583	ex D-ACRD, dd ex-Düsseldorf 23.01.12	

LAO AIRLINES				
RDPL-34179	DHC-6-300	593	ex N169SG	
AIRASIA PHILIPPINES				
RP-C8191	A320-216	4989	ex F-WWU, dd 25.01.12, lsd fr AirAsia	
CEBU PACIFIC AIR [SJ/CEP]				
RP-C3268	A320-214	4993	ex F-WWBF, dd 30.01.12	
PHILIPPINE AIRLINES [PR/PAL]				
RP-C8395	A320-214	4984	ex D-AVVR, dd 11.0.12, lsd fr GECAS, op by AirPhil Express	
RP-C8396	A320-214	5007	ex D-AVVR, dd 26.01.12, lsd fr GECAS, op by AirPhil Express	

FLYGLINJEN VÄTTERBYGGEN				
SE-FVP	JS 3102	719	ex G-BTXN	
GOLDEN AIR [DC/GAO]				
SE-MFF	Saab 2000	038	ex YR-SBA, lsd fr Erik Thun	



SAS SCANDINAVIAN AIRLINES [SK/SAS]				
OY-KBM	A340-313X	450	ret fr HiFly, ferried Singapore - Copenhagen in Star Alliance cls	
SE-DMC	DC-9 87	53340	ret fr Skyways Express	
SE-DMM	DC-9 87	53208	ex EC-FEY, ret fr Spanair	
SE-RJE	A320-232	1183	ex EC-KEC, ret fr Spanair	
SE-RJF	A320-232	1383	ex EC-KOX, ret fr Spanair	
AIR MEMPHIS [MHS]				
TC-TJK	B737-8KN	35794	ex A6-FDA, dd 01.10.11, sub-isd fr Corendon	

PETROLEUM AIR SERVICE				
SU-GBY	CRJ900	15278	ex C-GIBL, dd 08.02.11	
HERMES AIRLINES				
SX-BHS	A321-211	0642	ex F-GYAO, lsd fr ILFC	
SX-	A320-211	0293	ex F-GYAL, lsd fr ILFC	

ATLASJET AIRLINES [KK/KKK]				
TC-ATG	A321-231	1878	ex F-ORME	
TC-ATH	A321-231	1953	ex F-ORMF	
PEGASUS AIRLINES [PC/PGT 'SUNTURK']				
TC-AZP	B737-82R	38176	dd 23.01.12, named 'Maya'	
TC-CPA	B737-82R	40725	dd 27.01.12, named 'Sena'	
AIR ATLANTA ICELANDIC [CC/ABD]				
TF-AAD	B747-4H6	28426	ex HZ-AWA2, dd 29.01.12, lsd fr Malaysia Airlines	

ICELANDAIR [FI/ICE]				
TF-CIB	B757-204(F)	26962	ferried to Shannon 23.01.12 repainted all white dept to Keflavik current status unknown	

SCAT AIR [DW/VSV 'VLASTA']				
UP-CJ005	CRJ200	7902	ex LY-ARK, dd ex-Manchester lsd fr Avia AM Leasing	

AEROSVIT [VV/AEW]				
UR-AAM	B737-548	24919	ex UP-B3708, dd 04.01.12, corrects all details, see last month, lsd fr Golanina 1now lsd fr Kahala Aviation	
UR-VVN	B737-4Y0	24903		
DONBASSAERO AIRLINE [7D/UDC]				
UR-DAH	A320-212	0579	correct reg'n	
UR-DAI	A320-212	0645	correct reg'n	

KHORS AIR [KO/KHO]				
UR-CJD	A320-231	0362	correct reg'n	
UR-CJF	A320-231	0405	correct reg'n	
NETWORK AVIATION				
VH-NHQ	Fokker 100	11506	lsd fr Qantas	
SKYWEST AIRLINES [XR/OWZ]				
VH-FVU	ATR 72-212A	978	ex OY-CJU, dd 19.02.12, sub-isd fr Aviation Plc & op for Virgin Australia	

VIRGIN AUSTRALIA AIRLINES [DJ/VOZ]				
VH-VOK	B737-8FE	33758	named 'Johanna Beach' dd 25.01.12, named 'Sorrento Beach'	
VH-YIF	B737-8FE	38710		

GLOBAL VECTRA HELICORP				
VT-GVL	Bell 412EP	36394	ex 4R-SGA, reg'd 02.02.12	
GOAIR [G8/GOW]				
VT-GOI	A320-214	5016	ex D-AXAF, dd 31.01.12, lsd fr GECAS	

INDIGO [IG/IGO 'IFLY']				
VT-IEQ	A320-232	4965	ex F-WWBC, dd 09.01.12, st Avolon & lsd back	

AEROMEXICO [AM/AMX]				
XA-EAP	B767-25DER	24734	ex N734AG, dd 03.01.12, lsd fr ACG	

SAFI AIRWAYS [AQ/SFW]				
YA-TTD	A320-214	0994	named 'City of Kandahar'	
BLUE AIR [OB/JOR]				
YR-BAM	B737-4Q8	26302	ex SE-RJA, dd 20.02.12, lsd fr ILFC	
YR-BAN	B737-4Q8	26306	ex 4L-TGT, dd 02.12, lsd fr ILFC	

AEROTUY [LD/TUY]				
YV383T	ATR 42-320	206	rr YV2757	
AEROPOSTAL - ALAS DE VENEZUELA [VH/ALV]				
YV444T	DC-9 82	49796	rr YV2793	
AVIOR AIRLINES [9V/ROI]				
YV341T	B737-232	23089	rr YV2794	
VENEZOLANA - LINEA AEREA BOLIVARIANA [VNE]				
YV502T	B737-291	21598	ex N596UA	

AIR NEW ZEALAND [NZ/ANZ]				
ZK-OKQ	B777-319ER	40689	dd 10.01.12, is in special All Blacks colours	

EAGLE AIRWAYS				
ZK-EAG	B1900D	UE-430	repainted into All Blacks special colours	

SOUTH AFRICAN AIRWAYS [SA/SA 'SPRINGBOK']				
ZS-SZZ	A320-232	4990	ex D-AVVU, dd 12.01.12, lsd fr BOC	

VISTA GEORGIA				
4L-AJB	B737-5H6	27354	DD 29.01.12	
CYPRUS AIRWAYS [CY/CYP]				
5B-DBS	A330-243	505	ferried Dublin after paint, to Larnaca 19.01.12 ferried Châteauroux - Larnaca 08.01.12	
5B-DBT	A330-243	526		

MALDIVIAN AIR TAXI				
8Q-IAS	Dash 8-315	546	ex OE-LIE, dd ex-Friedrich shafen 17.01.12	

AIRASIA [AK/AXM 'ASIAN EXPRESS']				
9M-AQI	A320-216	4486	ex PK-AXO, ret fr Indonesia AirAsia	

MALAYSIA AIRLINES [MH/MAS]				
9M-MLM	B737-8H6	39323	dd 12.01.12, lsd fr BBAM	
9M-MTF	A330-323E	1281	ex F-WWKO, dd 23.01.12	
9M-MUC	A330-223F	1164	ex F-WWKG, dd 25.01.12	

SINGAPORE AIRLINES [SQ/SIA]				
9V-SKP	A380-841	076	ex F-WWSC, dd 12.01.12	
TIGER AIRWAYS [TR/TGW 'STRIPE']				
9V-TRE	A320-232	4973	ex F-WWDS, dd 12.01.12	

LEASING COMPANIES				
ACG - AVIATION CAPITAL GROUP				
VT-SIK	B737-81Q	29050	ret fr JetLite, rr N905AG	
AIRCASLE				
VH-SSA	A330-223	324	ret fr Air Australia	

Key to Abbreviations

a/c	aircraft
als	airlines
aws	airways
bf	bought from
b/u	broken up/scrapped
canx	cancelled
cls	colours
cn	manufacturer's construction/serial number
cnvtd	converted
dbf	destroyed by fire
dbt	damaged beyond repair
dd	delivery date
ex	previous reg'n
ff	first flight
frtr	freighter
lrf	last revenue flight
lsd fr	leased from
lsd to	leased to
msn	see cn
ntu	not taken up
oo	on order
op	operated
pax	passenger
pwfu	permanently withdrawn from use
reg'd	registered
reg'n	registration
ret fr	returned from
ret to	returned to
rr	re-registered
rts	return to service
sb	sold by
scr	scrapped/broken up
std	solid to
std	to be advised
unk	unknown
wfu	withdrawn from use
w/o	written off/destroyed

Thanks to Dave Richardson and LAASI Aviation for the above

We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin.)

AWAS AVIATION SERVICES

SX-SMT	A320-231	0393	ret fr Viking Hellas, rr EI-EEX
SX-SMU	A320-231	0414	ret fr Viking Hellas, rr EI-EEX

BOC AVIATION

D-AXAY	A321-232	4961	dd 29.12.11, was for Kingfisher as VT-KRA, ntu ?
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CIT LEASING

EK32006	A320-214	0772	ret fr Armavia, rr M-ABEM
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GE CAS - GE COMMERCIAL AVIATION SERVICES

B-2602	B737-36N	28573	ret fr Shenzhen Airlines, rr M-ABET
EC-IJU	A321-231	1843	ret fr Spanair, rr D-ALAB
EC-CWX	B737-4Y0	24912	ret fr N310MS
EI-DFL	E170-100LR	0036	ret fr Alitalia
ES-ABK	B737-36N	28572	ret fr Estonian Air, rr N4620F

EI-DFG	E170-100LR	0008	ret fr Alitalia Express
LV-BXA	MD-88	49928	ret fr Austral, rr N372MS
SP-LKD	B737-5SD	27419	ret fr LOT, rr N587SC

ILFC - INTERNATIONAL LEASE FINANCE CORP

G-STRX	B757-208	25621	rr EI-ETR
G-STRY	B757-28A	28161	rr EI-ETS
VH-VBF	B737-708	30630	ret fr Virgin Australia, rr N351LF

B-2965	B737-408	26334	ret fr Hainan Airlines
EC-HPU	B767-308ER	30048	ret fr Air Europa
EC-HRG	A321-231	1366	ret fr Spanair, rr EI-EUD
EC-HXA	A320-232	1497	ret fr Spanair, rr EI-EUS
EC-ILZ	A320-232	1862	ret fr Spanair, rr EI-EUG
EC-ILH	A320-232	1914	ret fr Spanair, rr EI-EUH
EC-IMB	A320-232	1933	ret fr Spanair, rr EI-EUI
EC-INB	A321-231	1946	ret fr Spanair, rr EI-EUI
EC-IPJ	A320-232	2027	ret fr Spanair, rr EI-EUL
EC-IVG	A320-232	2168	ret fr Spanair, rr EI-EUM
EC-IVG	A320-232	2210	ret fr Spanair, rr EI-EUA
EC-IZK	A320-232	2223	ret fr Spanair, rr EI-EUN
EC-JJD	A320-232	2479	ret fr Spanair, rr EI-EUO
EC-JNC	A320-232	2589	ret fr Spanair, rr EI-EUP
EC-KPX	A320-232	1407	ret fr Spanair, rr EI-EUE
HA-LOB	B737-708	29346	ret fr Malev
HA-LOC	B737-808	32797	as HA-LOB
HA-LOD	B737-608	28259	as HA-LOB, pwfu
HA-LOE	B737-608	28260	as HA-LOB, pwfu
HA-LOF	B737-608	29348	as HA-LOB, pwfu
HA-LOG	B737-608	28261	as HA-LOB, pwfu
HA-LOH	B737-808	30667	as HA-LOB
HA-LOI	B737-708	29350	as HA-LOB
HA-LOJ	B737-608	29349	as HA-LOB, pwfu
HA-LOK	B737-808	30669	as HA-LOB
HA-LOL	B737-708	29352	as HA-LOB
HA-LOM	B737-808	30672	as HA-LOB
HA-LON	B737-608	29353	as HA-LOB, pwfu
HA-LOP	B737-708	29354	as HA-LOB
HA-LOR	B737-708	29355	as HA-LOB
HA-LOS	B737-708	29359	as HA-LOB
HA-LOU	B737-808	30684	as HA-LOB
S7-AHM	B767-37DER	26328	ret fr Air Seychelles
S7-ASY	B767-308ER	29386	as S7-AHM

NAC - NORDIC AVIATION CONTRACTOR

OY-CJU	ATR 72-212A	978	ex F-WWEW, dd 23.12.11
OY-CJY	Dash 8-314	592	bf All Nippon

RBS AVIATION CAPITAL

G-EZTW	A320-214	4250	rr HB-JYA
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MANUFACTURERS

AIRBUS

OE-IAB	A320-211	0211	ferried Dresden - Woensdrecht 09.01.12, conversion to freighter ntu
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SX-SMV	A320-231	0415	rr EI-ETM
F-WTBL	A320-214	0630	ferried Montpellier - Harare 16.01.12

N706MX	A319-112	1706	ferried Toluca - Victorville 18.01.12 for maintenance after storage
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N750MX	A319-112	1750	ferried Toluca - Victorville 20.01.12 for maintenance after storage
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EI-ELD	A320-232	1918	ferried Shannon - Southend 26.01.12
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EI-ELE	A320-232	1969	ferried Shannon - Southend 02.02.12
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EI-ELN	A320-232	1993	ferried Shannon - Southend 10.02.12
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9H-ALX	ACJ319-115	4470	ferried Toulouse - Zurich after interior outfitting
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SX-DFA	A340-313X	235	rr N235KS
SX-DFB	A340-313X	239	rr N239KS

SX-DFC	A340-313X	280	rr N280KS
SX-DFD	A340-313X	292	rr N292KS

A7-AAH	A340-313X	528	Qatar Amiri Flight ferried Doha - Dublin 15.01.12 all white, repainted into Qatar Airways colours, departed Dublin 26.01.12
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AIRBUS SAS

4K-AZ01	ACJ319-115	2487	rr 4K-AIO2, named 'Baku-2'
VP-CGX	ACJ319-115	4956	ex D-AVYD, dd 30.12.11 to private customer

EC-331	A330-243MRTT	1046	rr G-VYGA
EC-330	A330-243	1275	ex F-WWJK, dd 12.12.11 to Airbus MTAD, for RAF as ZZ333 after MRTT conversion

ATR

SP-KCA	ATR 42-300	085	ex-White Eagle, std Katowice 12.11 minus engines
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N378NA	ATR 42-320	378	dd ex-Myrtle Beach
F-WWLN	ATR 72-600	940	dd 16.09.11 to Italian Navy, rr F-WKVD

BEECHCRAFT

N80275	Beech 99A	U-134	exported to Honduras, reg'n canx 28.12.11, rr HR-
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PH-RNG	Beech 1900D	UE-70	exported to France, reg'n canx 25.01.12
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BOEING

TC-AAF	B737-58E	29122	rr M-ABES
N454BJ	B737-8U3	41706	dd 20.01.12 to Boeing Business Jets, for Garuda/Indonesian Government

BOEING

VP-BIF	B727-1H2	20533	st Next Century Aviation 12.11, rr N727XL
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N709AG	B737-408	24709	cnvtrd to B737-408(F) in Miami 12.11, dd 03.01.12
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N341FS	B737-7ES	35327	dd to Korean Air Force 13.12.11, rr 65-327
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N382BJ	B737-7KK	38608	st Pacific Sky 05.12.11, rr VP-CAE
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N930HB	B737-7ZH	38751	ferried San Bernardino - Everett 18.12.11
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N450BJ	B737-7JV	38854	ferried New Iberia ARA - Georgetown 12.12.11
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N397DA	B737-7FV	40809	dd 20.12.11 to Boeing IDS for US Navy
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N453BJ	B737-7GJ	41658	dd 16.12.11 to Boeing Business Jets
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N364AS	B747-446	26343	ferried Roswell - Tel Aviv 07-08.01.12
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N356AS	B747-446	26355	rr N747GF
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N469AC	B747-4F6	27602	cnvtrd to B747-4F6(F) by IAI Bedek, dd ex-Tel Aviv
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N531UA	B757-222	25042	cnvtrd to B757-222(F) at Jacksonville VQQ
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N362CM	B767-338ER	24316	cnvtrd to B767-338ER(F) by IAI, dd ex-Tel Aviv 04.12.11
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N764TT	B767-2EYER(TT)	33688	dd to Italian Air Force 20.12.11, rr MM62228
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BRITISH AEROSPACE

N437UH	JS 3102	647	ferried Manston - Dunsfold
N437SS	JS 3102	656	as 647
N437TH	JS 3102	667	as 647

G-BTXG	JS 3102	719	exported to Estonia, reg'n canx 09.01.12
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G-JURA	JS 3102	772	st Karen Ibbotson 15.12.11, rr G-LNKS
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N680AS	JS 4101	41030	st Acrecent Financial Corp
G-BKAG	BAe 146 300	E3162	st Southern Aircraft Consultancy as trustee 22.12.11, rr N256LJ

G-BZAY	Avro RJ100	E3368	ferried Kemble - Cranfield 16.12.11, st QinetiQ Ltd
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CANADAIR

C-FIGJ	CI-415	2084	reg'd 10.01.12
C-GMFX	CI-415	2083	dd 06.01.12 to Province of Manitoba

N639BR	CRJ200	7313	exported to Bermuda, reg'n canx 28.11.11
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N488CA	CRJ200	7730	rr N69DD
PH-AAG	Challenger 850	7763	st JetNetherlands BV

M-ISLA	Challenger 850	8080	st Dragon Asset Investment Group, rr M-DWWW
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C-FXOY	Challenger 850	8101	dd 12.11 to Vista Jet, rr OE-ILA
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C-GIOX	Challenger 850	8107	dd 12.11 to Vista Jet, rr OE-ILB
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C-GZQB	Challenger 890	15271	rr C-GSUF
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CANADAIR

C-GONH	CRJ200	8111	reg'd 16.02.12
C-GIAZ	CRJ900	15277	reg'd 15.02.12

DE HAVILLAND CANADA/VIKING AIR

N711AS	DHC-6-200	202	st Tactical Air Operations
C-FOVO	Dash 8-102	215	rr N215AL

N770BS	DHC-2	1248	rr N907BR
N92002	DHC-2	1556	exported to Canada, reg'n canx 13.12.11

C-FODX	DHC-3	427	rr C-GTMW
C-GOTO	DHC-6-100	82	st Ikhana Group Inc 13.12.11, rr N804RT

C-GMJV	DHC-6-200	153	exported to USA, reg'n canx
N168SG	DHC-6-200	231	exported to Laos, reg'n canx 22.12.11

C-GLVA	DHC-6-400	858	reg'd 16.01.12
C-GVAQ	DHC-6-400	859	reg'd 16.01.12

N984HA	Dash 8-106	377	st Northrop Grumman Systems Corp 02.12.11
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N349PH	Dash 8-202	486	st BAM Leasing LLC
C-GLKV	Dash 8-Q402	4402	reg'd 18.01.12

DORNIER

N430JS	Do 328-110	3044	ferried Myrtle Beach - Ostend 20-23.12.11 still in basic US Airways colours
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Arriving at Manchester on March 3 from Abu Dhabi, UAE, this ex-Thomas Cook Airbus A330-243, G-OJMC (c/n 0456) is now operated by SriLankan Airlines as 4R-ALC. (Nik French)

ATR 72-500, OY-CJV (c/n 986), for Skywest Airlines visited Maastricht, Holland in March. It has been subleased by Virgin Australia and became VH-FVX on delivery. (Jack Gorczynski)

The latest training aids available for the aviation professional

SuperJet International A320FFS

In November 2011, an Airbus A320 Family Full Flight Simulator (FFS) was transferred from the Alitalia Training Centre in Rome to the SuperJet International Training Center in Tessera (Venice), close to Marco Polo International Airport. It has now received a Level D Flight Simulator Training Device (FSTD) certification by the Italian Civil Aviation Authority (ENAC).

The facility's Flight Training Organisation (FTO) is now able to supply a type-rating course on the A320 Family fully integrated with a Frasca 242J Multi-Crew Cooperation course, thus offering flexibility to trainees and permitting this type-rating course to a larger selection of pilots with different skill backgrounds. (Photo SuperJet)



New Philippine Academy for Aviation Training

The Philippines' largest carrier, Cebu Pacific Air, and simulator manufacturer and aviation training organisation CAE have held a groundbreaking ceremony for a new aviation training centre in the Clark Freeport Zone, northwest of the national capital of Manila. Known as the Philippine Academy for Aviation Training (PAAT), it is expected to start operations in the third quarter of 2012 and will have the capacity to train over 2,500 pilots for the carrier and third-party airlines.

CTC to issue Singapore Pilots' Licences

Airline pilot training provider, CTC Aviation Group (CTC), has gained approval by the Civil Aviation Authority of Singapore (CAAS) to train airline pilots for the country's airlines. The company is the first Flight Training Organisation (FTO) in New Zealand to gain such approval and is working with CAAS to finalise the approval process for the company's Type Rating Training Organisation (TRTO) division which will enable Singaporean pilots to complete their type rating training with CTC.

Heathrow Operations Apprentices

British Airways' (BA) first ever Heathrow Operations apprentices have launched their careers at the UK's main hub airport. The 15 students will get 'hands on' experience of how the airline co-ordinates nearly 600 daily flights in and out of London/Heathrow alongside its 3,000-strong operations team using the state-of-the-art facilities at Terminal 5. The 18-month programme is designed to enable the apprentices to develop their skills in a range of ground handling roles.

The structured course will cover how the airline manages its baggage handling, aircraft loading and ground transport operation for BA's 90,000 customers.

They will also gain a Level Two Diploma and 'Certificate in Aviation Operations on the Ground' during their apprenticeship. The first of two annual intakes, the apprentices join the airline after successfully completing a dedicated 18-week British Airways Operations course at Kingston College.

Five-Year MPL Contract

AirAsia has extended its cooperation with CAE by signing a new five-year contract which will see new First Officers trained by CAE's Multi-crew Pilot Licence (MPL) programme at training locations in Asia. The first cadets (from the original agreement) graduated on schedule last summer and are successfully flying revenue flights for the airline as Airbus A320

First Officers. A second MPL class is currently training at CAE and is scheduled to graduate in the second half of the year. All four phases of the MPL training will be conducted in Malaysia, including courses at the Asian Aviation Centre of Excellence (AACE), a CAE-AirAsia joint venture training facility located in Kuala Lumpur.



AirAsia's CEO Tony Fernandes (right) and Jeff Roberts of CAE, celebrating the signing of a five-year Multi-crew Pilot Licence (MPL) contract, together with AirAsia crew members at the recent Singapore Airshow. (CAE)

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DDA Classic Airlines at 30

The Dutch Dakota Association (DDA) - Classic Airlines celebrated its 30th birthday on March 10 by revealing its new structure and plans for the future. During a presentation inside the old control tower at Amsterdam's Schiphol East Airport, a schedule of new pleasure flights

was announced and cabin attendant's uniforms were revealed.

Former Chairman Anne Cor Groeneveld gave a speech highlighting the association's history from its set-up on March 10, 1992. The DDA moved to Lelystad Airport and was integrated with the Aviodrome

Museum two years ago, but that organisation closed and filed for Chapter 11 bankruptcy protection last November. The DDA - which operates two historic Douglas DC-3s - has now relaunched itself as an independent entity.

(Photo Michael Prophet)



Busy Apron

Ian Haskell has provided this air-to-ground image of some of the aircraft that are in temporary storage or awaiting sale next to the European Aviation Group's hangars at Bournemouth Airport in the UK.



Boeing Teams up with Baseball

Boeing is one of the main sponsors of Major League Baseball (MLB) for the upcoming season - and in particular the Seattle Mariners team and its opening two-game exhibition series in Japan against the Oakland Athletics, which took place at the end of March.

In the days leading up to the games, Boeing partnered with MLB and the Mariners to host a children's baseball clinic in Ishinomaki, one of the cities most affected by last year's earthquake and tsunami. About 100 children were expected to participate in the event.

In the aftermath of last year's earthquake, Boeing employees donated \$1.3 million and the company pledged \$1 million more toward the recovery efforts.



Events

Organisers of enthusiasts' shows and events worldwide are invited to submit relevant details for inclusion in this listing, free of charge - address correspondence to the editorial department or visit our website at www.airlinerworld.com

Apr 22
LGW2012, the 23rd Gatwick International Aircraft Enthusiasts Fair, K2 Pease Pottage Hill, Crawley, West Sussex, UK. Tel: Tom Singfield Tel: +44 (0) 1403252628
LGW2012@gatwickaviationsociety.org.uk
www.gatwickaviationsociety.org.uk

May 13
Heathrow Aircraft Enthusiasts' Fair, Kempton Park Racecourse, Sunbury-on-Thames, Middlesex, UK. Keith Manning Tel: +44 (0)1372 725063 (Eves)
londoner7657@blueyonder.co.uk
www.aircraftenthusiastfair.co.uk

Jun 2
Paris 2012, Airliner Enthusiasts Convention, Best Western Hotel, Roissy, Charles de Gaulle Airport, Paris, France.
avim.mp@orange.fr www.avimage.org

Jul 14/15
Aviation and Transport Fair, the Visitors Centre, Manchester Airport, UK. www.tasmanchester.com

Jul 16-22
Guild of Aviation Artists' 42nd Annual Summer Exhibition, Mall Galleries, The Mall, London, UK. Susan Gardner Secretary/Administrator +44 (0) 1252 513123.

Aug 24-28
Airliners International 2012, Memphis, Tennessee, USA.
www.ai2012.memphis.com

Oct 6
Vancouver Airline and Aviation Collectibles Show, Oakridge Centre Mall Auditorium, Vancouver, Canada.
www.VancouverAviationShow.com

Shows/Displays

May 14-16
EBACE, Geneva, Switzerland. www.ebace.aero

Jul 9-15
Farnborough International 2012, Hampshire, UK.
www.farnborough.com

Sep 11-16
ILA Berlin 2012, Berlin/Brandenburg Airport, Germany.
www.ila-berlin.de

Sep 19-21
ERAA, Dublin, Ireland. www.eraa.org

Sep 30 - Oct 3
World Routes 2012, Abu Dhabi. www.routesonline.com

Oct 30- Nov 1
NBAA, Orlando, Florida, USA. www.nbaa.org

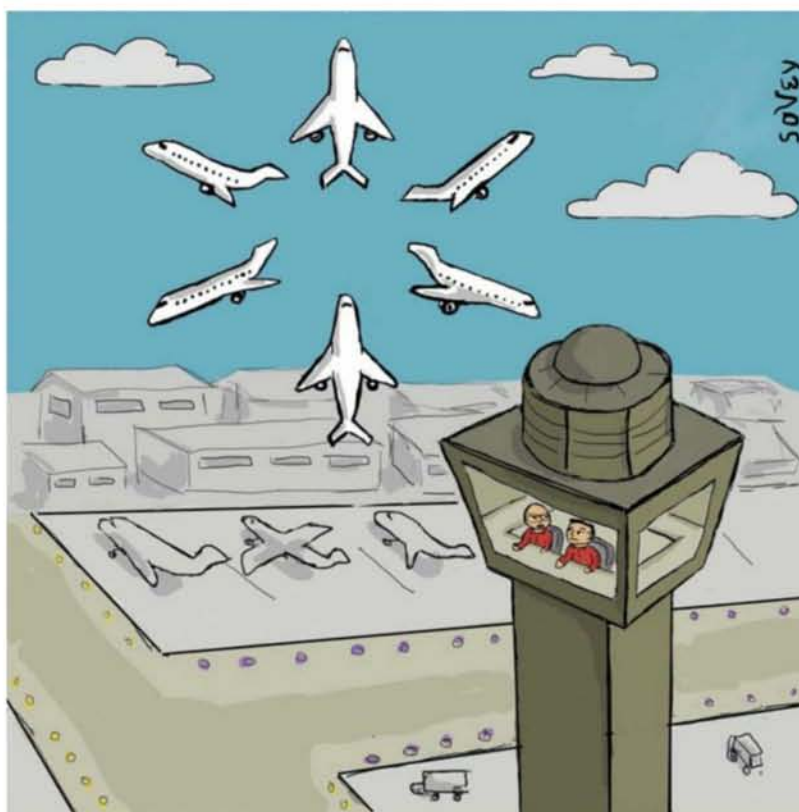
Nov 13-18
Airshow Zhuhai, China. www.airshow.com.cn

Dec 11-13
MEBA, Dubai. www.meba.aero

2013
Apr 9-11
Aircraft Interiors Expo, Hamburg, Germany.
www.aircraftinteriorsexpo.com

Events are subject to change without Airliner World's knowledge. Please check details prior to travel.

Cartoon of the month



"Nice holding pattern, Johnson."



This de Havilland DH 114 Heron 1B, ZK-BBM (c/n 14011) 'Matapouri' in the colours of the New Zealand National Airways Corporation has been restored and repainted at the Classic Flyers New Zealand Museum at Tauranga. (Paul Howard)

25th Airbus Humanitarian Flight

Cebu Pacific Air and 'Aviation sans Frontières' helped transport a tonne of medical equipment to Manila in the Philippines on the delivery flight of one of the carrier's new aircraft. Aviation sans Frontières has been a regular partner of the Airbus Corporate Foundation for more than two years. It supports Airbus humanitarian ferry flights from France to countries in need or that have been affected by natural disasters.

The Philippines was struck by massive floods last December, killing over 500 people and leaving thousands homeless. The medical equipment (defibrillator, monitor, surgical clothes, equipment and tools) were all donations from Toulouse hospitals and associations collected by Aviation sans Frontières and delivered to the Philippine Heart Center in Manila. (Photo Michael Kelly)





One of the Sud 210 Caravelles withdrawn from use at Stockholm's Arlanda Airport has received a fresh coat of paint so that it can 'star' in a new film. Caravelle III, SE-DAI (c/n 210), is now resplendent in Finnair colours. (Stefan Sjögren)

Repainted Caravelle



RAF Northolt Flight Watch Scheme

Aviation enthusiasts in and around RAF Northolt in London – to the north of Heathrow – are being invited to get involved in a new Flight Watch Scheme to help combat terrorism and crime in the area before and during the 2012 Olympics. The station is asking for enthusiasts to enrol who are regular (or even occasional) visitors to the RAF Northolt area, as they are more likely to notice something or someone out of the ordinary on or around the airfield. Members may be invited onto RAF Northolt for special events, such as station open days and charity photoshoots. They will also be provided with an identity card, a lanyard and card holder similar to that of airport workers. The aim is for enthusiasts to be easily identified by the RAF Police and other security personnel as a potential and valuable source of information. The application form can be downloaded via www.northolt.biz

Anniversary Exhibition

Leeds Bradford Airport has unveiled a special 80th anniversary exhibition at the city's Central Library with a fascinating collection of photographs and previously unseen memorabilia charting the history of the airport through the ages. The exhibition follows the airport's journey from its humble beginnings in October 1931 at Yeadon Aerodrome to its development as Yorkshire's Gateway Airport. "We have a long and fascinating history and we are proud to celebrate our 80th anniversary," said John Parkin, Chief Executive Leeds Bradford Airport. "The heritage of this airport, and the role it has played in the development of the region through the decades, is important and these exhibits provide a personal insight into how the aviation industry has progressed."

Weathered Airbus

This former Chengdu Airlines Airbus A319-112 (with a strange registration) FB-6152M (c/n 946), looked as it had been in a severe sandstorm at the end of February at Montpellier, France. The following week, the fuselage had been repainted in a 'mustard' colour scheme. (Robbie Shaw)



Final Call..... In-Flight Putting Challenge

Promoting Air New Zealand's sponsorship of the NZ Professional Golfers' Association (PGA) Pro-Am tournament in March, the carrier ran a '30,000ft in-flight putting challenge'. Passengers were invited to participate in a brand of in-flight entertainment – with a difference – by practising their golf skills down the aisle of the specially-painted 'All Black' Airbus A320 on selected services between Auckland and Queenstown. Four passengers on each flight were given the opportunity to win a range of golfing prizes, with the overall champion awarded a prize pack consisting of a VIP trip for two to watch the final day of the inaugural NZ PGA Pro-Am Championship, including flights, accommodation and a brand new set of custom-fitted Callaway RAZR clubs. (Photo via ANZ)



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Closing dates for entries is 15:00 GMT on June 20, 2012. The winner will be notified no later than June 29, 2012.



**Caption
Comp ?**

This month's
caption
competition.



Thanks to everyone who entered the December 2011 competition. We had some very good responses to this picture, which kept the competition judges amused. Congratulations go to Meryl Goulbourne from Waterlooville, Hampshire, who was selected as the winner:

"What exactly is included in the Ryanair ticket price?"

Olympic Airline Livery Competition



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**THE WINNER WILL BE SELECTED BY THE EDITORIAL TEAM, BASED ON
FACTORS INCLUDING ORIGINALITY, STYLE AND THE USE OF COLOUR.**

be operated by a particular carrier. Be quick off the blocks by finding design ideas from features in the magazine during the next three months and design your entry in any medium and size of your choice. Our Olympic design winner will clinch a specially commissioned framed print of their entry and enjoy the prestige of seeing their work published in *Airliner World* – along with the best of the rest. For your chance to win simply send us your

'Olympic Airline' design, name, address, telephone number and email to **Olympic Airline Competition, Airliner World April 2012, Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ.**

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! AIR SAFETY

Reports and details of recent incidents.



Lowest ever accident rate for Western-Built Jets

The International Air Transport Association (IATA) has announced that last year's accident rate for Western-built commercial jets was the lowest in aviation history. It beat the previous record that was set in 2010. Measured in hull losses per million flights, the rate for 2011, "was 0.37, the equivalent of one accident every 2.7 million flights" said IATA. "This represented a 39% improvement compared to 2010, when the accident

rate was 0.61, or one accident for every 1.6 million flights." By region, Asia-Pacific, Europe, North America and North Asia performed better than the global average while Africa had the worst record with an accident rate of 3.27, this was still a 56% improvement over the previous year. Tony Tyler, IATA's Director General and CEO commented: "Safety is the air transport industry's number one priority. It is also a team

effort. The entire stakeholder community – airlines, airports, air navigation service providers and safety regulators – works together every day to make the skies safer based on global standards. But, every accident is one too many, and each fatality is a human tragedy. The ultimate goal of zero accidents keeps everyone involved in aviation focused on building an ever safer industry." (Photo Key Collection)

DATE	REG'N	C/N	TYPE	OWNER	FATALITIES	LOCATION	NOTES
Feb 28	PT-PTB	0766	Ce 208B	Cleiton Taxi Aéreo	-	Brazil	Hit pole on take off and crashed
Mar 1	CC-CYM	12016	PA-31-350	Aerohein	8	Chile	Missing en route
Mar 1	N228AX	0219	Ce 750	Asia Today	5	Germany	Crashed in woods on approach
Mar 2	-	-	-	Multi	-	USA	18 aircraft damaged when hangar roof collapsed in storm
Mar 4	-	-	Antonov	Yemen Air Force	-	Yemen	Blew up when stationary and unmanned
Mar 5	C-FBAQ	1039	L188 Electra	Buffalo Airways	-	Canada	Landed with one mainwheel retracted
Mar 5	N544LM	500	Learjet 35	LifeMed Alaska	-	USA	Slid off runway on landing
Mar 8	G-CCPW	785	JS 3100	Links Air	-	Isle of Man	Damaged after mainwheel collapsed on landing
Mar 9	FAP 317	324	DHC-6-300	Peruvian Air Force	-	Peru	Crashed on water landing (float equipped)
Mar 9	N70JL	B-87	B10 King Air	Southern Air Charter	-	USA	Damaged after belly landing
Mar 11			UH-1H	Philippine Air Force	-	Philippines	Crashed on landing
Mar 13	N309DE	29634	B737-700	Delta Air Lines	-	USA	Ran down a bank during engine checks
Mar 13	D-HALS	30575	Bell 212	HELOG Lufttransport	2	Nigeria	Crashed on oil duties
Mar 15	N153JR	117	CV-340	Jet One Express	2	Puerto Rico	Crashed shortly after take-off
Mar 15	5630	5630	C-130J	Norwegian Air Force	5	Norway	Flew into side of glacier in poor weather
Mar 15	N7700T	0248	Ce 501	Private	2	USA	Crashed on runway on landing
Mar 16	AEE-503	150	CASA 235M-100	Ecuadorian Air Force	-	Ecuador	Damaged after undercarriage failure on take-off
Mar 16	10981	70	S-70	Turkish Air Force	16	Afghanistan	Crashed into buildings on the outskirts of town
Mar 19	5N-BMQ	21971	B727-2Q6(F)	Allied AIR Cargo	-	Gabon	One main undercarriage failed on landing
Mar 22	N406WA	35944	C-54G	Jet One Express	-	Puerto Rico	Nosewheel collapsed on taxi after flight
Mar 22	CC-AEB	FL-128	B300 King Air	INAER Helicopter	8	Chile	Crashed en route

Manx Airlines Incident

A BAe Jetstream 31, G-CCPW (c/n 785), operated by Manx2 and owned by Links Air (see image Europe News in last month's issue) was involved in an incident on March 8 at the Isle of Man's Ronaldsway Airport. It appears that part of the right main undercarriage collapsed as the aircraft landed following a flight from Leeds Bradford Airport resulting in it skidding off the runway.

There were 12 passengers and two crew members on board, but nobody was hurt in the incident and the airport was closed for only 50 minutes. The airline still plans to introduce daily services from Oxford Airport to both the Isle of Man and Jersey from May 8. It currently operates 15 routes including the Welsh Assembly backed service between Cardiff and Anglesey/RAF Valley.

Runway De-icer Causes Smoke

The Air Accident Investigation Unit Ireland (AAIU) has released its investigation report regarding the December 2010 incident involving a Ryanair Boeing 737-800 at Kerry Airport, Ireland. Runway de-icer was blamed for smoke inside the aircraft's cabin and cockpit.

After a normal landing, reverse thrust was selected, but as the aircraft decelerated the onboard safety pilot reported smoke on the right-hand side of the cockpit. The aircraft was turned off the runway and brought to a halt on the taxiway adjacent to the ramp. Shortly afterwards, the cabin services supervisor also reported smoke in the cabin. The engines were shut down and an evacuation was immediately commenced, following which the passengers walked to the airport terminal building.

The report stated that granular urea had been spread on the runway as an anti-icing measure but it had not dissolved, and so significant amounts remained in granular form on the centre of the runway. After landing, the engines spooled up due to reverse thrust being selected, and it is probable that the urea on the runway was then ingested into the engines and rapidly heated to a high temperature by engine compression, before being dispensed by the air conditioning system throughout the flight deck and cabin. This would have resulted in the acid smoke observed in both the cockpit and cabin.

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Image: Rob Scott 20/12

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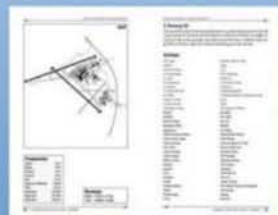
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Boeing's Triple Seven

As Boeing delivers the 1,000th 777, Craig West charts the history of the world-beating twin jet.



"THE ULTIMATE MEASURE OF SUCCESS IN THIS BUSINESS IS WHEN YOU REACH THE 1,000 MARK."

Boeing's former Vice President and General Manager of the 777 programme, Larry Loftis

On March 2, 2012, Boeing celebrated completion of 777, line number 1,000. Over 5,000 employees, suppliers, customers and officials were present as the milestone example rolled off the Everett, Washington, production line. Speaking at the event, Boeing's former Vice President and General Manager of the 777 programme, Larry Loftis remarked; "The ultimate measure of success in this business is when you reach the 1,000 mark. Reaching this

After spending many years in the shadow of the 747, the 777 has become Boeing's most profitable model.
(Airteamimages.com/
Tom Kool)

milestone puts the 777 in an exclusive club." Not only has Boeing's twin-jet reached this landmark; it did so faster than any other wide-body aircraft.

Development

In the late 1980s, Boeing was facing increasing competition from its European rival Airbus and, in particular, the latter's new A330 and A340 models. In the air transport sector, a void was rapidly forming as carriers started to phase out ageing, first generation wide-

bodies such as the Douglas DC-10 and Lockheed L1011 TriStar. The emerging market exposed a hole in Boeing's portfolio and, faced with the need to plug the gap between its 767 and the larger 747, the company considered an enlarged version of the wide-body twin-jet under the 767-X project. With little appetite from airlines, the idea was dropped in favour of a clean sheet design incorporating new materials, systems and manufacturing processes. With the new 777, Boeing planned >>



"THE LAUNCH ORDER FOR THE 777 CAME FROM US CARRIER UNITED AIRLINES ON OCTOBER 15, 1990."

to build on the success of its 757/767 families and take advantage of the emergence of ETOPS-180 (see panel).

Unusually, the manufacturer used the previously untried 'Customer as Partner' concept and signed up potential buyers and suppliers to assist with the development. Under the 'working together' initiative, All Nippon Airways, American Airlines, British Airways, Cathay Pacific Airways, Delta Air Lines, Japan Airlines, Qantas, and United Airlines all fed into the new project, leading to a wide range of requirements.

By March 1990, a basic concept had been agreed – the new aircraft would be in a twin-jet configuration with a cabin cross-section comparable to the 747. It would feature the latest two-person glass cockpit and would carry at least 325 passengers.

The launch order for the 777 came from US carrier United Airlines on October 15, 1990.

Groundbreaking Design

Having successfully introduced computer design technology with the

Right • Boeing test pilots fly 'Airplane Zero', a mock flight deck designed to test the aircraft's software. (All photos Boeing unless stated)

Far Right • During structural testing, the wingtips of the Boeing 777 were subjected to loads of 500,000lb (227,000kg). As a result, they were displaced 24ft (7m) above their normal position before finally failing.

Opposite • Assembly of a Boeing 777 takes just 49 days.

United's launch order for 34 Boeing 777s (and 60 of the larger 747s) was, at \$22 million, the most valuable commercial deal at that time. The first example, N777UA (c/n 26916), was delivered on May 15, 1995.



The General-Electric GE-90-powered Boeing 777-200LR holds the current Guinness World Record for the longest non-stop flight by a commercial airliner after flying from Hong Kong to London, an 11,664nm (21,602km) flight that took 22 hours and 42 minutes to complete.



ETOPS

Extended-range Twin-engine Operations (ETOPS) are the rules that govern the operation of twin-engine aircraft over water or inhospitable terrain. Established during the early 1950s, the 60-minute rule was the maximum permitted flying time to a diversionary airfield in the event of an engine failure. For flights across the North Atlantic, this requirement led to aircraft having to fly a circuitous route towards Iceland and Greenland, severely reducing the number of destinations that could be reached.

In 1988, the proven reliability of the Boeing 767 was instrumental in extending ETOPS approval up to 180 minutes, and it was on the back of this that the 777 was launched. The success of the latter led to the December 2011 approval of ETOPS-330, meaning that the type can, in a worst case scenario, fly for up to 5 hours and 30 minutes on a single engine.

757/767, Boeing took this process a step further with the 777 – the aircraft was the first commercial airliner to be designed entirely by computer. Refinement of the aerodynamic advances made with the former's wing led Boeing to arrive at what it described as the "most aerodynamically efficient aerofoil ever developed for subsonic travel." The 199ft 11in (60.9m) wing span was selected specifically as it offered certain aerodynamic benefits without the need for winglets, while the thicker shape would allow the 777 to cruise higher and faster than its rivals. Full-span slats on the leading edge and single slotted (outboard) and double slotted (inboard) flaps were incorporated to allow full passenger payloads out of high-elevation, high-temperature airfields.

Operating costs were a key factor on the Boeing agenda and weight-saving played a critical part of the 777 design process. The extensive use of lightweight, cost-effective structural materials including composites reduced overall weight and improved fuel efficiency. The twin-jet was also the

company's first to feature a three-axis 'fly-by-wire' system.

In keeping with the other members of the Boeing family, the 777 was given a similar flight deck lay-out to the 747-400. The two man cockpit incorporated six liquid-crystal display (LCD) screens, which take up less space, less power and generate less heat than the more conventional analogue gauges.

Boeing's approach of securing partners during development continued into the production phase – the level of subcontracting for the 777 programme was, at the time, unprecedented and has been exceeded only by the new 787 Dreamliner. Around 20%

>>



Boeing gave the 777 a similar flight deck layout to the 747-400. The two-man cockpit incorporates six liquid-crystal display screens, which contain principal flight, navigation and engine information.



of the airframe is manufactured by international partners.

The US manufacturer elected to concentrate production at its Everett plant in Seattle, Washington, and launched a \$1.5 billion expansion project in 1991, adding two production lines. By the time major assembly of the first 777 began on January 4, 1993, Boeing had invested more than \$4 billion with the programme having amassed 118 firm orders and options for a further 95 aircraft from 10 airlines.

With efficiency, flexibility and cost saving playing an increasingly important role at Boeing, a further upgrade to the 777 production line was introduced in 2006. Inspired by the lean manufacturing methods of the Japanese automotive industry, the manufacturer introduced a moving assembly line, the key elements of which are the 55-ton

"AFTER SPENDING THE MAJORITY OF ITS TIME IN THE SHADOW OF THE 747, THE TWIN-JET 777 HAS EMERGED AS BOEING'S MOST PROFITABLE MODEL."

wheeled trolleys built by Nova-Tech Engineering. Known as 'crawlers', these highly manoeuvrable rigs move at a rate of 4.6cm (1.8 in) per minute and are capable of rotating aircraft sections up to 360 degrees. Following final

completion in 2010, Boeing claimed that it had created the 'largest, integrated moving line in the world'. In doing so, it reduced production time for a 777, which includes 3 million parts from 500 different suppliers, to just 49 days.

Following the official roll-out of the first 777, line number WA001, on April 9, 1994, progression was swift and by early June, the twin-jet was undergoing ground and taxi trials. A successful 3 hour, 48 minute maiden flight of the PW4000-powered prototype took place on June 12 under the command of Chief Test Pilot John E Cashman and Director of Flight Testing Ken Higgins.

During development, Boeing made a promise to provide its customers with a 'reliable and service-ready aircraft that performs as expected upon delivery', a claim that led to the most comprehensive flight test programme

Below right • With a cabin cross section comparable to the Boeing 747, many 777 operators have adopted a seven-abreast seating configuration in Business Class.

The first Boeing 777, line number WA001, was officially rolled out on April 9, 1994, ahead of its first flight, which took place the following June. Visible in the background is one of the early examples for launch customer United Airlines.





BA038

At the time of writing, only two Boeing 777s had been written off in accidents. The most recent, which occurred on July 29, 2011, was caused by a cockpit fire on an Egyptair example while parked at Cairo. Though the aircraft was evacuated with no injuries, the aircraft sustained structural damage and was subsequently written off.

The first and arguably the more dramatic of the two was the loss of British Airways 777-236ER, G-YMMM (c/n 30314) on January 17, 2008. The Rolls-Royce Trent 895-powered aircraft was operating flight BA038 from Beijing, China back to the UK when it lost power on approach. The twin-jet crash landed 870ft (270m) short of London/Heathrow's Runway 27 before coming to rest on the threshold, collapsing the nose gear, separating the right main gear which then penetrated the central fuel tank while the left main gear was pushed up through the wing. Miraculously, passengers received only minor injuries.

The UK Air Accident Investigation Board established that the cause of the crash was a loss of thrust caused by a fuel flow restriction. The jet had encountered extremely low temperatures as it routed across northern Siberia, leading to ice-crystals forming in the fuel system. These subsequently clogged up the fuel-oil heat exchanger, restricting fuel flow into the engines.

(See *Airliner World*, September 2010 for an interview with Captain Peter Burkill, commander of flight BA038.)

Boeing's promise to deliver to its customers a 'reliable and service-ready aircraft' led to the one of the most comprehensive flight test programmes to date.

to date. Scheduled to run over 7,000 flight hours between June 1994 and March 1996, testing involved nine aircraft rather than the usual six.

One of the most challenging elements was achieving ETOPS-180 certification from the outset (see panel, pg91). Working closely with the US Federal Aviation Administration (FAA) and the European Joint Aviation Authorities (JAA), approval was dependant upon achieving a list of 60 criteria, though meeting these requirements was made more difficult by Boeing's decision to offer engines from three different manufacturers – General Electric (GE), Pratt & Whitney (P&W) and Rolls-Royce (RR). Special attention was also paid to systems and equipment that had caused aircraft to divert in the past. From previous experience with the 767, only 30% of in-flight shutdowns were caused

by engine problems, leading Boeing to build in a high level of redundancy in the aircraft including the fuel, oil and control systems.

Boeing's close cooperation with the authorities paid off when the 777 received simultaneous airworthiness certificates on April 19, 1995 – the first airliner to do so. ETOPS certification by the FAA followed on May 30, just one week before the type was due to enter revenue service.

United's launch order for 34 'triple sevens' and options on a further 34 was, at \$22 billion, the most valuable commercial deal at that time (the order also included 60 747s). The carrier's first example, N777UA (c/n 26916), was delivered on May 15, 1995, and operated its first revenue service, between London/Heathrow and Washington/Dulles, on June 7 of the same year. >>

BOEING 777 SPECIFICATIONS

Type	777-200	777-200ER	777-200LR	777F	777-300	777-300ER
Typical Seating Capacity	305 (3 Class) 400 (2 Class) 440 (1 Class)	305 (3 Class) 400 (2 Class) 440 (1 Class)	305 (3 Class) 400 (2 Class) 440 (1 Class)	Freighter 23,051cu ft (653m ³)	368 (3 Class) 451 (2 Class) 550 (1 Class)	368 (3 Class) 451 (2 Class) 550 (1 Class)
Engines	RR Trent 877 (76,000lb) GE90-77B (77,000lb) PW 4077 (77,000lb)	PW 4090 (90,000lb) RR Trent 895 (93,400lb) GE90-94B (93,700lb)	GE90-110B1 (110,100lb) GE90-115BL (115,300lb)	GE90-110B1L (110,100lb) GE90-115BL (115,300lb)	RR Trent 892 (90,000lb) GE90-94B (93,700lb) PW 4098 (98,000lb)	GE90-115B (115,300lb)
Maximum Takeoff Weight	545,000lb (247,200kg)	656,000lb (297,550kg)	766,000lb (347,450kg)	766,800lb (347,810kg)	660,000lbs (299,370kg)	775,000lb (351,530kg)
Maximum Range	5,240nm (9,700km)	7,725nm (14,305km)	9,395nm (17,395km)	4,900nm (9,070km)	6,005nm (11,120km)	7,930nm (14,685km)
Typical Cruise Speed	0.84 Mach	0.84 Mach	0.84 Mach	0.84 Mach	0.84 Mach	0.84 Mach
Wing Span	199ft 11in (60.9m)	199ft 11in (60.9m)	212ft 7in (64.8m)	212ft 7in (64.8m)	199ft 11in (60.9m)	212ft 7in (64.8m)
Overall Length	209ft 1in (63.7m)	209ft 1in (63.7m)	209ft 1in (63.7m)	209ft 1in (63.7m)	242ft 4in (73.9m)	242ft 4in (73.9m)
Tail Height	60ft 9in (18.5m)	60ft 9in (18.5m)	61ft 1in (18.6m)	61ft 1in (18.6m)	60ft 8in (18.5m)	60ft 8in (18.5m)
Interior Cabin Width	19ft 3in (5.86m)	19ft 3in (5.86m)	19ft 3in (5.86m)	19ft 3in (5.86m)	19ft 3in (5.86m)	19ft 3in (5.86m)
Diameter	20ft 4in (6.19m)	20ft 4in (6.19m)	20ft 4in (6.19m)	20ft 4in (6.19m)	20ft 4in (6.19m)	20ft 4in (6.19m)
List Price	-	\$244.7 million	\$275.8 million	\$280.1 million	-	\$298.3 million

Controversy

Early service experience of the 'triple seven' brought some expected problems but during the first three months, United's six examples achieved a 97.7% dispatch rate. Though this was only marginally below the carrier's optimistic forecast of 98.5% reliability, it was used by some commentators to discredit the jet. In a 'confidential' letter to Boeing which subsequently appeared in the *Wall Street Journal*, United's General Manager Ron Ostrowski wrote: "United's 777 reliability and performance has been a disappointment during the past few months. I am very concerned, and would like to ensure that Boeing and United are taking any and all actions to fix these problems as soon as possible. In addition, the number of pilot write-ups and flight cancellations, as well as the airplane out-of-service time, has been intolerable." While other parts of the letter praised the new twin-jet, the damage had been done. The airline was quick to highlight that the letter was typical of communication between two professional engineers and added that the 777 was an excellent aircraft that was outperforming all other new types introduced into the fleet.

While many of the carriers involved with the initial development went on to order the 777, the announcement from British Airways (BA) in August 1991 proved to be one of the more controversial. The carrier's selection of the US-built GE90 engine over the British RR Trent raised many eyebrows in the UK, though the decision came back to haunt BA when delivery of its first example was delayed several months. A string of problems during testing of the all-new GE90, including a lower than predicted turbine blade bird-strike resistance and a fan balance problem, pushed the first flight back from December 1994 to the following February. Certification was further held up by an engine surge during a pre-delivery test flight, meaning that BA's first example, G-ZZZC (c/n 24107), was not delivered until November 11, 1995. ETOPS-180 approval was delayed further again and the carrier was unable to use the type on

"DURING THE FIRST THREE MONTHS, UNITED'S SIX 777s ACHIEVED A 97.7% DISPATCH RATE."

transatlantic services until October of the following year.

Longer Range, More Seats

Building on the success of the launch -200 model, Boeing introduced the increased gross weight -200ER (Extended Range) in 1996. The first example, N5022E (c/n 27485) was rolled out on October 7 before joining lead customer BA as G-VIIC the following February.

Cathay Pacific's 1992 order for 11 777s (plus 11 options) was made with the

Boeing celebrated the completion of the 1,000th 777 on March 2, 2012. It has been delivered to Emirates Airlines of the UAE. Not only has the twin-jet reached this landmark, but it did so faster than any other wide-body aircraft. (Airteamimages.com/BaoLuo)

proviso that some of those examples could be converted into a stretched model if such a variant proved suitable for its needs. Boeing claimed that the longer, -300 variant was "market-driven to meet airline demand for a jetliner sized to replace the early versions of the 747." At 242ft 4in (73.9m), the 777-300 was the longest airliner ever built and could accommodate up to 110 passengers more than the -200. Powered initially by the RR Trent, development of the stretched variant was relatively smooth and roll-out to the first delivery took less than nine months.

For Boeing, a foray into the ultra-long range sector was planned from the outset and early plans focused





on the 777-100X, a shortened version of the -200 series but with increased range, akin to the 747SP. However, with similar operating costs to the 777-200 but a smaller cabin accommodating fewer passengers, the project was not considered to be commercially viable and was ultimately abandoned. The US manufacturer did not, however, disregard its plans entirely and in 2000, under the guise of its 777-X project, began touting a new, long-range model to potential customers.

The 777-300ER completed its maiden flight on February 24, 2003. The newest member of the 'triple seven' family combined the stretched fuselage of the -300 series with the longer-range of the -200ER – the jet also incorporated more efficient engines, performance enhancing raked wingtips and a redesigned main landing gear. A launch order from Air France was the first of many with the type becoming the most popular 777 variant as carriers sought to replace ageing, four-engined

With an ability to carry up to 550 passengers, the Boeing 777-300 is being used by many carriers to replace the ageing and less efficient 747. (Airteamimages.com/Jonathan Zaninger)

The proven reliability of the 777 has led to the type receiving an ETOPS-300 certification, meaning that the twin-jet can, in a worst case scenario, fly for up to 5 hours and 30 minutes on a single engine. (Key-Craig West)

BOEING 777 DELIVERIES

Customer	Model	Total
Air Austral	200LR	1
Air Canada	200LR/300ER	16
Air China	200/300ER	15
Air France	200ER/300ER/F	52
Air India	200LR/300ER	20
Air New Zealand	200ER/300ER	9
Alitalia	200ER	6
All Nippon Airways	200/200ER/300ER	49
American Airlines	200ER	47
Asiana Airlines	200ER	8
Austrian Airlines	200ER	1
Biman Bangladesh Airlines	300ER	2
BOC Aviation	200ER/300	6
British Airways	200/200ER/300ER	51
Business Jet / VIP Customer(s)	200LR/300ER	2
Cathay Pacific Airways	200/300/300ER	38
Ceiba	200LR	1
China Southern Airlines	200/200ER/F	12
Continental Airlines	200ER	20
Delta Air Lines	200LR	18
Deucalion Capital	F	8
Dubai Aerospace Enterprise	F	3
EgyptAir	200ER	5
El Al Israel Airlines	200ER	6
Emirates Airline	200/200ER/200LR/300ER	56
Ethiopian Airlines	200LR	5
Etihad Airways	300ER/F	11
EVA Air	300ER	15
FedEx	F	15
GECAS	200ER/300ER/F	43
Guggenheim Aviation Partners	300ER/F	4
ILFC	200/200ER/300/300ER	79
Japan Airlines	200/200ER/300/300ER	46
Jet Airways	300ER	10
Kenya Airways	200ER	4
KLM - Royal Dutch Airlines	200ER/300ER	10
Korean Air	200ER/300/300ER/F	31
Kuwait Airways	200ER	2
Lauda Air	200ER	3
Malaysia Airlines	200ER	15
Mid East Jet	200ER	1
Pakistan Int'l Airlines	200ER/200LR/300ER	8
Qatar Airways	200LR/300ER/F	31
Saudi Arabian Airlines	200ER/300ER	27
Saudi Oger	200ER	1
Singapore Airlines	200/200ER/300/300ER	77
TAAG (Angola Airlines)	200ER/-300ER	5
TAM	300ER	4
Thai Airways Int'l	200ER	20
Turkish Airlines	300ER	12
Turkmenistan Airlines	200LR	1
United Air Lines	200/200ER	60
Vietnam Airlines	200ER	4
Virgin Australia	300ER	4
Total		1000

aircraft. Certification of the -300ER was granted by the FAA and EASA (European Aviation Safety Agency, successor to the JAA) in March 2004 and deliveries began the following month.

Developed simultaneously to the -300ER, the 777-200LR (Longer Range) can cover a distance of 9,395nm (17,395km), the longest of any commercial aircraft when it was introduced into service by Pakistan International Airlines in February

>>



2006. Sharing many of the upgrades introduced by its bigger brother but adding three auxiliary fuel tanks in the rear cargo hold, the 'Worldliner' was designed to operate ultra-long-haul routes between almost any city pairing on the globe. Though bound by ETOPS restrictions, the aircraft holds the current Guinness World Record for the longest non-stop flight by a commercial airliner, set by a Boeing test example which flew 11,664nm (21,602km) between Hong Kong and Heathrow in a flight lasting 22 hours and 42 minutes.

During the mid-2000s, the air cargo sector was experiencing strong growth and in response to increasing demand from freight operators, Boeing introduced the 777 Freighter. Launched in May 2005 following an order from Air France, the Freighter is based on the 'Worldliner' but features a windowless cabin and a large main deck cargo door. The 777F can accommodate 27 pallets on its main deck and a further ten in the lower hold, allowing it to haul 112

tons of cargo up to 4,900nm (9,070km). According to the manufacturer, the twin-jet offers the "lowest trip cost of any large freighter" with more than 50 examples having been delivered to 9 different operators since the first delivery in 2009.

Another Upgrade?

With Boeing currently working on upgraded variants of both its 737 and 747 models, (the 737 MAX and 747-8 Intercontinental respectively), it was perhaps inevitable that talk has turned to a similarly upgraded 'triple seven', particularly given the increasing threat posed by the new Airbus A350. Under the 777X concept announced by Boeing in September 2011, planned design changes include a longer, modified wing and more efficient engines, both of which would offer significant improvements over the current model. The initial variants, which are expected to be launched officially in late 2012, will include the baseline, 407-seat 777-9X and a smaller, longer range 777-8X –

the manufacturer has also indicated that it may also introduce an ultra-long range -8LX to replace the existing 'Worldliner'. Boeing has been working closely with Dubai-based carrier Emirates over the new concept with the airline expected to be one of the launch customers for the type. Deliveries are anticipated to begin in 2019.

A Bright Future

After spending the majority of its time in the shadow of the 747, the twin-jet 777, which has a list price ranging from \$244.7 million to \$298.3 million, has emerged as Boeing's most profitable model. During 2011, the manufacturer secured 200 orders for the type, pushing the total towards 1,400.

Upon reaching the 1,000 deliveries mark, Loftis remarked that such an achievement required two things: "A product that provides exceptional value and a world-class production system to reliably bring that product to the marketplace – and Boeing has both." **W**

The Boeing 777 Freighter was launched in May 2005 and is the newest member of the family. A modified version of the -200LR 'Worldliner', the jet features a windowless cabin and large main deck cargo door.

(Ashley French)

Boeing describes the wing of the 777 as the "most aerodynamically efficient aerofoil ever developed for subsonic travel." (Airteamimages.com/Bailey)



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key

Acronyms and abbreviations have become an intrinsic part of
business speak. In the commercial aviation business their usage
has become unavoidable and in the following table we try to
guide you through some of those most commonly-used examples
in the pages of Airliner World. This list will be regularly updated.

AAIB	Air Accidents Investigation Branch (UK)
ACAS	Airborne Collision-Avoidance System
ADR	Accident Data Recorder
ALPA	Air Line Pilots Association (US)
ANS	Airborne Navigation System
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATP	Advanced Turbo-Prop (BAe)
ATS	Air Traffic Service
BAe	British Aerospace (now renamed BAE Systems)
CAA	Civil Aviation Authority (UK)
CDA	Continuous Descent Approach
CEO	Chief Executive Officer
CIS	Commonwealth of Independent States (formerly Soviet Union)
c/n	Construction number
combi	Aircraft that routinely carry passengers and cargo on the main deck at the same time
CVR	Cockpit Voice Recorder
dB	Decibel
DfT	Department for Transport (UK)
DME	Distance-Measuring Equipment
EADS	European Aeronautic Defence and Space Company
EASA	European Aviation Safety Agency
ERAA	European Regions Airline Association
EROPS	Extended-Range Operation

ETOPS	Extended-range Twin-engine Operation
FAA	Federal Aviation Administration (US)
FAI	Fédération Aéronautique Internationale (France)
FAR	Federal Aviation Regulations (US)
FBO	Fixed Base Operator
FDR	Flight Data Recorder
FL	Flight Level (usually expressed in hundreds of feet)
FOD	Foreign Object Damage
GA	General Aviation
GAPAN	Guild of Air Pilots And Navigators (UK)
GDP	Gross Domestic Product
GE	General Electric
GECAS	GE Capital Aviation Services
GMT	Greenwich Mean Time
GNS	Global Navigation System
GPS	Global Positioning System
GPU	Ground Power Unit
IACA	International Air Carrier Association
IAP	International Airport
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots Associations
IFR	Instrument Flight Rules
ILFC	International Lease Finance Corporation
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INS	Inertial Navigation System
JAA	Joint Aviation Authorities (European)
LCC	Low-Cost Carrier
LCD	Liquid Crystal Display

LED	Light-Emitting Diode
localiser	Steering guidance element of an ILS system
LORAN	Long Range Aid to Navigation
MD	Managing Director
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MoD	Ministry of Defence (UK)
MoU	Memorandum of Understanding
MRO	Maintenance, Repair and Overhaul
MTOW	Maximum Take-Off Weight
NASA	National Aeronautics and Space Administration (US)
NATO	North Atlantic Treaty Organization
NBAA	National Business Aircraft Association (US)
OFT	Office of Fair Trading (UK)
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
pax	Passenger
P&W	Pratt & Whitney
PPL	Private Pilot's Licence
PR	Public Relations
RFP	Request for Proposals
RVR	Runway Visual Range
SARS	Severe Acute Respiratory Syndrome
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
STOL	Short Take-Off & Landing
TCAS	Traffic alert and Collision-Avoidance System
TWR	Tower — airport control tower
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	VHF omni-directional range (radio beacons)

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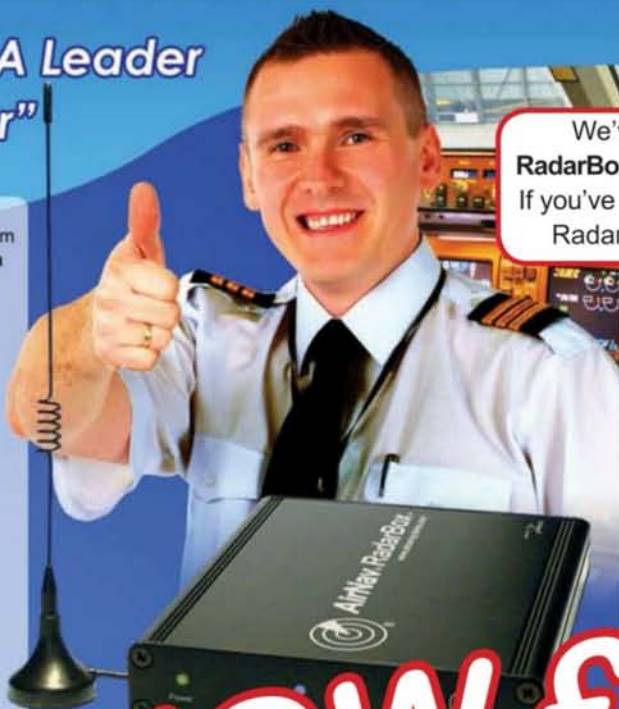
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